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ANNUAL REPORT

OF THE

NEW JERSEY STATE HIGHWAY DEPARTMENT

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FOR THE YEAR

1944

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ANNUAL REPORT

OF THE

CONSTRUCTION DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1944

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

Annual Report - 1944
Construction Division

T/S
IN REPLY PLEASE REFER TO

December 31, 1944.

Honorable Spencer Miller, Jr.
State Highway Commissioner
Trenton, N. J.

Dear Sir:

The Annual Report covering activities of the Construction Division for the calendar year 1944 is herewith respectfully submitted.

During 1944 construction work was in progress on 36.522 miles of various types of highway improvement, 17 stream bridges, 3 railroad grade separations, and 7 highway grade separations, the total value of work actually performed in 1944 being $1,049,077.99. This includes work performed in 1944 on the following:

1. 6.673 miles of State Highway construction, 1 stream bridge, and 3 highway grade separations started previous to 1944 and finished in 1944.

2. 0.440 miles of State highway construction, 3 stream bridges, and 1 railroad grade separation started previous to 1944 the completion of which will carry over into 1945.

3. 1 stream bridge started and completed in 1944.

4. 3.884 miles of State highway construction, 2 stream bridge extensions, and 2 highway grade separations started in 1944 that will carry over into 1945.

5. 21.954 miles of 100% Federal Access Road projects including 10 stream bridges, 2 railroad grade separations, and 2 highway grade separations that were completed in 1944; and 3.571 miles of 100% Federal Access Road projects started in 1944 that will carry over into 1945.

From the above it is to be noted that contracts covering 28.627 miles of highway construction, 12 stream bridges, 2 railroad grade separations, and 5 highway grade separations were completed in 1944; also, that contracts under way covering 7.895 miles of highway construction, 5 stream bridges, 1 railroad grade separation, and 2 highway grade separations were not fully completed and will carry over into 1945.

This is all shown in more detail on tabulations attached.

Federal Financed Access Roads

Six access road projects contracted previous to 1944 were finished during the current year. Five of these had already been opened to traffic toward the end of 1943. In addition, seven projects were contracted during 1944. Four of these were completed, and three carried over into 1945.

War Damage to State Highways

At the urgent request of the United States Navy, the Governor issued a proclamation dated September 24, 1943, permitting vehicle loads in excess of those established by law for the purpose of expediting the transportation of materials required for construction of the Naval Ammunition Depot at Earle in Monmouth County.

As a consequence, high speed trucking to the Depot carried through the winter with loads up to 70,000 pounds gross. In the spring of 1944 serious damage developed on Routes 4 and 34 between Cheesequake and Colts Neck with the possibility that damage might show up on Routes 35 and 36.

The Department notified the Public Roads Administration under date of April 25, 1944, of its intention to file a claim in compensation for this damage under Section 10 of the Defense Highway Act of 1941 as amended by the Act approved July 13, 1943, which provides for relief in such instances. Subsequently, funds were allotted by the Federal Government under a project known as DA-NR-12 for the maintenance and repair of the badly damaged portions of Routes 4 and 34 between Cheesequake and Colts Neck. The work is being performed by the Maintenance Division and is expected to be completed in 1945.

Close observation of the action of the pavement and subbase under this heavy trucking was made by our engineering and research forces, and valuable data was collected for use in our research studies.

Strategic Military Network

Regulations of the War Production Board and the War Manpower Commission continued to prohibit the undertaking of even important projects on the strategic military network, because the extensive military operations under way and planned demanded an unprecedented amount of production for war. Only projects in the critical class would be given consideration.

After much effort and delay the necessary formalities were finally cleared and approvals obtained to proceed with the improvement of the sections of Route 24 and 24N in Phillipsburg approaching the Delaware River Toll Bridge between Phillipsburg and Easton. This also provides the best approach to the old free bridge because the direct route over Morris Avenue is narrow with a 14 percent grade at one point.

The plans call for dual construction with two thirty-two (32) foot roadways on each side of a central dividing strip of variable width not less than sixteen (16) feet. The existing facilities are narrow with poor curvature and grades, having a twenty (20) foot pavement in poor condition and fast disintegrating in places.

Traffic on these bridges averaged 28,500 vehicles each day in August 1941 with a peak daily traffic of over 43,000 vehicles, including a large number of heavy trucks and buses. A large amount of military transport uses the facilities which also serve many war industries in the area. This crossing of the Delaware carries heavy interstate traffic which in New Jersey travels over Route 24 and Route 28.

The project was placed under contract in September and should be completed in the fall of 1945.

Approvals were also obtained to place the remaining work under contract in order to complete the section of Route S-3 crossing the Hackensack Meadows between Route 3 and Route 2 in Rutherford and East Rutherford. One contract comprises the construction of viaduct approaches on each end of the Berrys Creek-Erie Railroad viaduct to take the place of embankment approaches because of instability of the sub-surface material which developed during construction. Another includes paving the uncompleted portions and construction of a bridge at the Route 3 intersection. The entire work is expected to be completed by August 1945.

Federal Aid Highway Act

The signing by the President on December 20, 1944, of the new Federal Aid Highway Act (Public Law 521, 78th Congress) effects an important milestone in highway history. Appropriation by Congress of a billion and a half dollars over the first three years of the postwar period will be about twice as large as any previous peacetime appropriation since the original Federal Highway law was enacted in 1916. New principles have been incorporated in this new law and important old principles have been continued.

Old Principles Reaffirmed

1. Equal sharing of costs between Federal and State Governments.

2. The State Highway Department is recognized as the agency through which all grants are to be made to each State whether the funds are on Federal Aid primary, secondary, or urban routes.

New Principles

1. Division of Federal Aid into three parts for three specific road needs:-

(a) $225,000,000 per year for projects on the Federal Aid Highway System.

(b) $150,000,000 per year for projects on secondary and feeder roads. This money is to be spent on the County Systems and matched by the counties.

(c) $125,000,000 per year for projects on highways in urban areas. This money will be spent on the State Highway System.

2. Recognition for the first time of the problem of urban congestion by the allotment of 25% of the total grant for this purpose.

3. Development of three different formulae for the allocation of funds for the three different categories as follows:

(a) Federal Aid Highway System funds to be apportioned among the States on the basis of one-third area, one-third post road mileage, and one-third population.

(b) Secondary and feeder road funds to be apportioned among the States on the basis of one-third area, one-third post road mileage, and one-third rural population.

(c) Extension of Federal Aid highways in urban areas to be apportioned among the States "in the ratio which the population in municipalities and other urban places, of five thousand or more, in each State bears to the total population in municipalities and other urban places, of five thousand or more, -----."

4. Provision that the Commissioner of Public Roads may advance funds to any State from its Federal share for the completion of postwar projects, provided such State does not divert road user revenues after June 30, 1945, in violation of the Hayden-Cartwright Act of 1934.

5. Provision for the Federal Government to share one-third of the cost of right of way.

6. Provision that the railroads shall not pay in excess of 10% for the elimination of grade crossings.

7. Selection by the States of a 40,000 mile National System of Interstate Highways to be built to higher standards than obtain over most of the nation's highway systems.

8. Twenty percent of the first year's apportionment may be appropriated and thus become available immediately for surveys, plans and for construction, which in present circumstances means advance purchase of rights of way.

This Act is particularly directed to the first three years of the postwar era, the first year to be "that fiscal year which ends on June 30th following the date proclaimed by the President as the termination of the existing war emergency, or following the date specified in a concurrent resolution of the two Houses of Congress as the date of such termination, or following the date on which the Congress by a concurrent resolution of the two Houses finds as a fact that the war emergency hereinbefore referred to has been relieved to an extent that will justify proceeding with the highway construction program provided for by this Act, whichever date is the earliest."

Under the provisions of this new law New Jersey will receive approximately $9,433,000 per year for each of three years, proportioned as follows:

1. $2,864,000 for the Federal Aid System in rural or urban areas.

2. $1,041,000 for secondary roads in rural areas.

3. $5,528,000 for the Federal Aid System in urban areas.

It is necessary for the States to match this money dollar for dollar to receive benefits under the new Federal law. This will mean that the State of New Jersey must appropriate the sum of $8,400,000 for each of the three years in order to receive the benefits of this Legislation, plus one-third the cost of rights of way, which will vary from year to year according to the projects selected. The money for secondary roads will need be matched by the counties.

The President in signing the bill issued the following statement:

> "I have signed today the Federal-aid Highway Act of 1944 (S.2105), which makes several important changes in the national policy regarding the development of our highway transportation system.
>
> "Among other things, it authorizes the joint designation by the States and Federal Government of an interregional highway network, as recommended in the report of the National Committee on Interregional Highways, which I transmitted to the Congress on January 12, 1944.
>
> "It gives practical recognition to the transportation problems of our cities by extending Federal aid to projects in urban areas which will reduce traffic congestion and accidents.
>
> "The Act provides substantial authorization for the improvement of farm-to-market roads, serving the day-by-day economic and social needs of our rural population.

> "Finally, it authorizes funds on a matching basis with the States for at least a beginning of the huge task of replacing or rebuilding the main roads on our Federal-aid System which are being worn out by the heavy burden of wartime traffic.
>
> "Adequate facilities for highway communication will be essential in the future as a part of an expanding, prosperous economy that will insure jobs. They will be essential also to the national defense, as well as to the safe and efficient transportation services which belong to America's way of living.
>
> "This legislation makes possible the advance planning of the needed facilities on a sound basis. Now it becomes a challenge to the States, counties and cities which must originate the specific projects and get the program ready for construction after the war ends. It is likewise a notice to the 44 State Legislatures which convene in 1945 that the highway program will require their prompt and vigorous attention."

Surveys and Plans

The small amount of construction under way has permitted the concentration of our engineering forces on the preparation of plans for new projects. Plan work is progressing on forty-nine (49) active projects having a total length of 159.3 miles and estimated to cost $85,850,000. Fifty (50) percent of the work of survey, design, and preparation of plans and specifications surrounding these forty-nine (49) projects is performed. Of these, the plans for fourteen (14) projects, estimated to cost $9,350,000, have been completed and submitted to the Public Roads Administration for undertaking under the Federal Postwar Program. Other projects on our agenda have been deferred because of a shortage of engineers and designers. Also, due regard in assigning engineering personnel was given toward reducing as much as possible the use of automobiles.

A tabulation is attached showing the status of plans on projects where at least some final survey and plan work has been accomplished.

Personnel Requirements

The budget request of the Construction Division for the Fiscal Year ending June 30, 1946, called for an increase in personnel of 240 employees over our present working force of 275, not including 91 employees on leave. The total force requested of 606 employees is considered the minimum necessary to perform a continuing yearly construction program of between seventeen and twenty million dollars. The Governor did not recommend additional employments in his Budget Message.

It must be remembered that during the years 1928 to 1931 inclusive we had a peak force of 742 to produce an average yearly construction of twenty-one (21) million dollars. During the years 1936 to 1940 inclusive a continuing average yearly amount of construction of $8,718,296. required an average force of 400 man-years, not including 17 key supervisional employees. Thus, to perform this latter amount of construction required some 46 men per million dollars worth of construction. This is a relatively larger force than was required during the 1928-1931 period.

This increase in men to perform a comparable value of work can be attributed in part to the increasingly complex nature of highway design. Furthermore, it is often necessary to develop alternative lines of location and schemes of design in order to arrive at the most desirable and economical method of accomplishing the desired result. A greater amount of research is also being undertaken to develop better features of design to prolong the life of highway facilities and promote highway safety. Although the cost of engineering may seem to be high, the net result can be a considerable saving. For instance, through greater investigation, study, and design a construction saving of $100,000 is effected in a million dollar project. It is obvious that although an actual saving has resulted, a greater percentage in engineering cost will be indicated. More important, however, is the fact that better facilities result, both as to operational features and durability.

The additional force requested included 75 men to increase traffic investigation and analysis. This function was not under the Construction Division in the 1936-1940 period, and the Department gave little attention to this important work during the 1928-1931 period. Traffic engineering, of course, is a necessary function in the development of locations and designs for highway facilities.

Practically our entire engineering force is now engaged on plan preparation. As construction work commences in the future engineers will need be taken from this work to handle construction supervision, inspection, and construction engineering. This transition will occur progressively until the full program is under contract, at which time our entire present force of field engineers and inspectors will be engaged on that work. Therefore, it will be necessary to increase our engineering and designing forces so that plans for new work will be developed to maintain a continuing program.

Our present force is composed of older men, and generally we have a sufficient number of experienced engineers with the exception of bridge designing and highway designing forces. Designing has been a bottleneck in our plan production. The average age of our engineering organization is 45.3 years. This includes men on military leave. 20% are over 55 years of age, and 31 of these are 60 or more.

The increase in our forces would be accomplished largely by the employment of young men to fill positions in the lower grades.

Under the present procedure to obtain necessary approvals for employment of new men so much time elapses that applicants take other employment rather than wait until we can give a definite "yes" or "no." Competent engineers and designers are scarce and generally in demand. This situation will become more acute because many engineering and contracting organizations will need men in the postwar period. Unless we can give such applicants prompt assurances, it is not likely we will get any in the future.

Respectfully submitted,

C. F. Bedwell
Acting State Highway Engineer

STATUS OF COMPLETION OF ROAD, BRIDGE AND RIGHT-OF-WAY PLANS

Route	Location	Mileage	County	Estimate of Cost	Road	Br.	R/W
1	Intersection, Communipaw Ave., Jersey City.	0.2	Hudson	$ 90,000	25%	--	0%
2	Terrace Ave. to Route 4	4.0	Bergen	265,000	95%	--	95%
2	Franklin Tpk. to N.Y. State Line	3.5	Bergen	1,250,000	57%	0%	60%
3	Secaucus By-pass	1.8	Hudson	1,650,000	99%	80%	100%
S3	Route 2 to Route 6	5.8	Bergen & Passaic	7,625,000	95%	70%	100%
4	Toms River By-pass	3.0	Ocean	1,350,000	15%	0%	0%
4	Adelphia - Toll Gate Corner	2.0	Monmouth	625,000	98%	75%	98%
4	Drainage, Toms River - Lakewood		Ocean	50,000	90%	--	--
4	Somers Point - Absecon	12.1	Atlantic	4,300,000	5%	0%	0%
4	Cape May Court House Relocation	4.0	Cape May	825,000	75%	--	90%
4	Cape May Canal Bridge	0.2	Cape May	400,000	0%	80%	0%
4	Fort Lee - Route 2 (Closing Island Openings and Grade Separations)		Bergen	450,000	96%	0%	100%
4	Erie R. R., Warren Point		Bergen	230,000	100%	100%	--
4 & 22	Woodbridge - Irvington	11.7	Union & Middle.	11,325,000	10%	0%	15%
S4B	Route 4 to Oakland	10.7	Bergen & Passaic	4,550,000	5%	0%	--
4N	Norwood Avenue, Deal	0.8	Monmouth	100,000	75%	--	--
5	Columbia Ave. Extension, Fort Lee	0.5	Bergen	330,000	92%	--	95%
6	Fort Lee - Little Ferry Dualization	4.0	Bergen	600,000	88%	0%	75%
6	Union Ave. - Valley Road Widening	2.6	Passaic	580,000	95%	95%	--
6	Little Falls to Pine Brook	5.0	Essex & Passaic	2,765,000	85%	85%	85%
6	Denville to Spicertown	6.0	Morris	3,740,000	90%	80%	92%
6	Spicertown to Lake Hopatcong Road	5.3	Morris	3,755,000	2%	0%	0%
18	Old Bridge to Route 4	3.0	Middlesex	350,000	5%	--	--
21	Clay St. to Chester Ave., Newark	1.6	Essex	4,300,000	10%	0%	65%
21	Poinier St. to Lafayette St., Newark	0.7	Essex	75,000	95%	--	--
23	N.Y.S. & W. R.R. & Walkill River	0.2	Sussex	530,000	80%	0%	90%
25	Skyway to Port St., Newark	2.7	Essex	5,200,000	20%	0%	95%
25	Port St. to North Avenue	3.6	Essex & Union	2,625,000	95%	90%	95%

Route	Location	Mileage	County	Estimate of Cost	Road	Br.	R/W
25	22 Grade Separations (Elizabeth to New Brunswick)		Union and Middlesex	6,325,000	55%	10%	55%
25	Burnett St. Grade Separation, New Brunswick	0.5	Middlesex	500,000	10%	0%	10%
25	Route S-26 to Deans (Dualization)	4.6	Middlesex	575,000	99%	100%	--
25	Cranbury to Hightstown (Dualization)	5.6	Mercer & Middlesex	600,000	99%	99%	--
25	Robbinsville to Bordentown	6.2	Mercer & Burlington	1,000,000	37%	0%	12%
25	Airport Circle to Cooper River	1.0	Camden	610,000	99%	99%	--
25	Cooper River to Bridge Plaza	1.0	Camden	730,000	95%	10%	95%
25	Baird Avenue Separation		Camden	380,000	10%	0%	10%
25A	Passaic River Bridge	0.6	Essex & Hudson	5,070,000	28%	45%	0%
26	Extension thru Trenton	3.2	Mercer	5,600,000	15%	0%	0%
28	Still Valley to Clinton	13.5	Warren & Hunterdon	7,650,000	10%	0%	0%
28	Annandale Relocation	1.8	Hunterdon	900,000	95%	55%	--
28	Lebanon to White House (Dual Paving)	2.8	Hunterdon	400,000	98%	100%	--
28	White House to Fiddlers Elbow	2.1	Hunterdon & Somerset	200,000	98%	--	--
28	Middlebrook Bridge	0.2	Somerset	90,000	2%	0%	--
28-29	Connection, North Branch to Somerville	2.5	Somerset	1,500,000	95%	98%	98%
29	Somerville to Chimney Rock Road	3.2	Somerset	1,400,000	50%	15%	20%
30	Trenton to Pennington	4.7	Mercer	1,000,000	25%	0%	60%
S31	Branchville - Ross' Corner	2.1	Sussex	550,000	100%	--	100%
35	Laurence Harbor - Keyport	4.0	Middle. & Monmouth	3,420,000	92%	0%	92%
36	Broadway to Oceanport Ave., Long Branch	0.5	Monmouth	280,000	15%	--	15%
S41	Palmyra - Kings Highway	5.6	Camden & Burlington	1,200,000	87%	0%	79%
43	Absecon By-pass	5.0	Atlantic	2,430,000	55%	10%	97%
44	Westville - Pierces Corner	3.0	Gloucester	1,550,000	98%	90%	98%
44	Pierces Corner to Paulsboro	3.6	Gloucester	2,230,000	55%	0%	50%
44	Paulsboro to Bridgeport	6.4	Gloucester	3,390,000	59%	0%	49%
44	Bridgeport to Nortonville	2.0	Gloucester	200,000	99%	99%	--
49	Maurice River Bridge	0.1	Cumberland	350,000	--	90%	--
49	Bridgeton - Millville Drainage		Cumberland	300,000	100%	--	100%
S49	Grassy Sound Bridge	0.5	Cape May	1,000,000	100%	100%	--

Route	Location	Mileage	County	Estimate of Cost	Road	Br.	R/W
54	Route 43 to Route 48	12.4	Atlantic	2,650,000	59%	0%	85%
56	Absecon - Atlantic City	5.0	Atlantic	1,100,000	5%	0%	--
3-10-25	Conn. Newark - Lincoln Tunnel	6.7	Essex, Hudson & Bergen	16,500,000	2%	0%	2%

NEW JERSEY STATE HIGHWAY DEPARTMENT

SUMMARY OF NEW CONSTRUCTION

DURING 1944

MILEAGES AND TYPES OF PAVEMENT					NUMBER OF BRIDGES			VALUE OF WORK ACTUALLY PERFORMED DURING 1944				
						GRADE SEPARATIONS				GRADE SEPARATIONS		
CONCRETE	BIT.CONC.	PEN.MAC. or GRAVEL	CINDERS	TOTAL	STREAM BRIDGES	RAILROAD	HIGHWAY	ROAD WORK	STREAM BRIDGES	RAILROAD	HIGHWAY	TOTALS
1. STATE HIGHWAY WORK AWARDED PREVIOUS TO 1944 WHICH WAS COMPLETED IN 1944.												
6.610	0.063			6.673	1		3	$ 190,224.78	$ 25,969.44		$ 603.31	$ 216,797.53
2. STATE HIGHWAY WORK AWARDED PREVIOUS TO 1944 WHICH CARRIED INTO 1945.												
	0.440			0.440	3	1			20,871.93	$ 62,615.80		83,487.73
3. STATE HIGHWAY WORK AWARDED AND COMPLETED IN 1944.												
					1			13,697.99	7,739.09			21,437.08
4. STATE HIGHWAY WORK AWARDED IN 1944 WHICH CARRIED INTO 1945.												
2.786	1.098			3.884	2		2	311,930.11	33,028.93	85,982.81	41,654.19	472,596.04
5. FEDERAL ACCESS ROAD PROJECTS:-												
STARTED PREVIOUS TO 1944 AND COMPLETED IN 1944.												
5.387	9.917			15.304	6	1	2	70,014.33				70,014.33
STARTED AND COMPLETED IN 1944.												
		5.718	0.932	6.650	4	1		50,201.54	80,373.62	23,414.30		153,989.46
STARTED IN 1944 - CARRIED INTO 1945.												
	0.052	3.519		3.571				39.736.50				39,736.50
14.783	11.570	9.237	0.932	36.522	17	3	7	$ 675,805.25	$ 167,983.01	$ 172,012.91	$ 42,257.50	$ 1,058,058.67

NEW JERSEY STATE HIGHWAY DEPARTMENT

CONSTRUCTION DIVISION

CONSTRUCTION UNDER WAY IN 1944

ROUTE	SECTION	LOCATION	COUNTY	TYPE OF PAVEMENT - MILEAGE				TOTAL MILEAGE	ADJUSTED CONTRACT AMOUNT			AM'T COMPLETED PREVIOUS TO 1944	AMOUNT COMPLETED IN 1944	AMOUNT TO BE COMPLETED IN 1945	DIST.
				CONCRETE	BIT.CON.	GRAVEL PEN.MAC.	CINDERS		ROAD	BRIDGE	TOTAL				
CONTRACTS CARRIED OVER FROM 1943															
S-3	1	ERIE R.R. & BERRYS CREEK VIADUCT	BERGEN							740,545.51	740,545.51	590,562.01	83,487.73	66,495.77	Br.
6	9-A	UNION AVE.- VALLEY RD. (DUAL PAVING)	PASSAIC	2.620				2.620	477,852.61		477,852.61	450,037.78	27,814.83		No.
25	32B-34A	PORT ST. GRADE SEPARATION, NEWARK	ESSEX	0.590				0.590	316,221.55	60,331.09	376,552.64	268,624.20	107,928.44		No.
35	38	CHEESEQUAKE CREEK BRIDGE	MIDDLESEX							945,835.56	945,835.56	919,866.12	25,969.44		Br.
35	38-A	MORGAN - LAURENCE HARBOR (DUALIZED)	"	1.190	0.063			1.253	443,394.09		443,394.09	400,986.61	42,407.48		So.
39	1C-2A	BORDENTOWN - MANSFIELD SQUARE (DUALIZED)	BURLINGTON	2.210				2.210	523,387.34	131,833.20	655,220.54	642,543.20	12,677.34		So.
56 *	1	BEACH THOROFARE BRIDGE, ATLANTIC CITY	ATLANTIC		0.440			0.440	133,249.18	1,033,702.97	1,166,952.15	621,989.29		544,962.86	Br.
		CLEANING SKILLMAN RESERVOIR (DEPT. I. & A.)	SOMERSET						(Not included in totals below)		(41,639.40)	(40,753.35)	(886.05)		So.
ACCESS ROADS TO MILITARY ESTABLISHMENTS AND WAR INDUSTRIES (100% FEDERAL MONEY)															
DA-WR	1B(1)	FORT DIX ACCESS ROAD, SECTION 1	BURLINGTON	4.488				4.488	794,590.19	97,023.37	891,613.56	876,673.37	14,940.19		So.
DA-WR	2	TO PICATINNY ARSENAL (ROUTE 6A)	MORRIS	0.746	0.453			1.199	564,049.68	278,015.87	842,065.55	817,637.35	24,428.20		No.
DA-WR	9	WRIGHTSTOWN-PEMBERTON RD., EMMONS CORNER	BURLINGTON		0.165			0.165	19,371.89		19,371.89	16,250.00	3,121.89		So.
DA-WR	10,11,12	ROADS TO FT. MONMOUTH, CAMPS WOODS & COLES	MONMOUTH		3.635			3.635	126,170.10		126,170.10	124,060.00	2,110.10		So.
DA-WI	13	ROAD TO WRIGHT PLANT, WOODRIDGE & LODI	BERGEN	0.153	0.183			0.336	20,750.10		20,750.10	904.00	19,846.10		No.
DA-WR	14	KNICKERBOCKER ROAD TO CAMP SHANKS	"		5.481			5.481	25,102.67		25,102.67	19,534.82	5,567.85		No.
		ADJUSTMENT OF PREVIOUS FINAL COSTS							6,631.07		6,631.07	6,631.07			So.
		STATE HIGHWAY PROJECTS COMPLETED IN 1944		6.610	0.063			6.673	1,760,855.59	1,137,999.85	2,898,855.44	2,682,057.91	216,797.53		
		STATE HIGHWAY PROJECTS CARRIED INTO 1945			0.440			0.440	133,249.18	1,774,248.48	1,907,497.66	1,212,551.30	83,487.73	611,458.63	
		ACCESS ROADS COMPLETED IN 1944		5.387	9.917			15.304	1,556,665.70	375,039.24	1,931,704.94	1,861.690.61	70,014.33		
		GRAND TOTALS		11.997	10.420			22.417	3,450,770.47	3,287,287.57	6,738,058.04	5,756,299.82	370,299.59	611,458.63	
CONTRACTS AWARDED IN 1944															
S-3	1	BERRYS CREEK EXTENSION	BERGEN							123,407.53	123,407.53		114,643.74	8,763.79	Br.
S-3	1-D	COMPLETING PAVEMENT & ROUTE 3 BRIDGE	"	1.193				1.193	172,041.55	43,030.36	215,071.91		103,105.04	111,966.87	No.
4 & 34		CHEESEQUAKE TO COLTS NECK REPAIRS (DA-NR 12)	MID.& MON.						87,000.00		87,000.00		60,030,00	26,970.00	Mt.
6	1-F	EAST RISER CULVERT, TETERBORO	BERGEN						4,717.31	7,739.09	12,456.40		12,456.40		No.
24&24N	22 & 1	PHILLIPSBURG BRIDGE APPROACH	WARREN	1.593				1.593	629,630.00	71,409.43	701,039.43		114,449.15	586,590.28	So.
25A		DEMOLITION OF BUILDINGS, EAST NEWARK	HUDSON						19,963.00		19,963.00		8,384.46	11,578.54	No.
31	11	ANDOVER	SUSSEX		1.098			1.098	79,871.60	4,368.00	84,239.60		71,983.65	12,255.95	No.
		CLEANING GREYSTONE PARK RESERVOIR (I.& A.)	MORRIS						(Not included in totals below)		(17,017.35)		(14,812.35)	(2,205.00)	No.
		MISC. CONSTRUCTION BY MAINTENANCE DIV.							8,980.68		8,980.68		8,980.68		Mt.
ACCESS ROADS TO MILITARY ESTABLISHMENTS AND WAR INDUSTRIES (100% FEDERAL MONEY)															
DA-NC	11	CLOSURE ROADS (EARLE NAVEL DEPOT)	MONMOUTH			1.931		1.931	44,139.48		44,139.48		12,710.00	31,429.48	So.
DA-NR	13	LAKE DENMARK	MORRIS			0.359		0.359	20,142.30		20,142.30		2,007.00	18,135.30	No.
DA-WR	16	HIGHLANDS MILITARY RESERVATION	MONMOUTH			0.505		0.505	9,677.12		9,677.12		9,677.12		So.
DA-WR	17	BELLE MEAD DEPOT	SOMERSET			0.395		0.395	15,469.30		15,469.30		15,469.30		So.
DA-WR	18	CAVEN POINT - CLAREMONT TERMINAL	HUDSON				0.932	0.932	3,708.44	23,414.30	27,122.74		27,122.74		No.
DA-WI	19	CONSTABLE HOOK	"		0.052	1.229		1.281	58,676.59		58,676.59		25,019.50	33,657.09	No.
DA-NR	10	LITTLE EGG COAST GUARD STATION	OCEAN			4.818		4.818	21,346.68	80,373.62	101,720.30		101,720.30		So.
		STATE HIGHWAY PROJECTS COMPLETED IN 1944							13,697.99	7,739.09	21,437.08		21,437.08		
		STATE HIGHWAY PROJECTS CARRIED INTO 1945		2.786	1.098			3.884	988,506.15	242,215.32	1,230,721.47		472,596.04	758,125.43	
		ACCESS ROADS COMPLETED IN 1944				5.718	0.932	6.650	50,201.54	103,787.92	153,989.46		153,989.46		
		ACCESS ROADS CARRIED INTO 1945			0.052	3.519		3.571	122,958.37		122,958.37		39,736.50	83,221.87	
		GRAND TOTALS (1944 CONTRACTS)		2.786	1.150	9.237	0.932	14.105	1,175,364.05	353,742.33	1,529,106.38		687,759.08	841,347.30	

* WORK SUSPENDED 5/31/43 UNTIL SUCH TIME AS CONTRACTOR CAN OBTAIN MATERIALS TO COMPLETE SUPERSTRUCTURE.

1944
Annual Report
Northern District.

Mr. C. F. Bedwell,
Acting State Highway Engineer,
Trenton, N. J.

Dear Sir:--

I am submitting herewith the Annual Report of the Northern Construction District for the year 1944.

Yours very truly,

C. A. Burn,
DISTRICT ENGINEER.

MMD

ANNUAL REPORT

YEAR 1944.

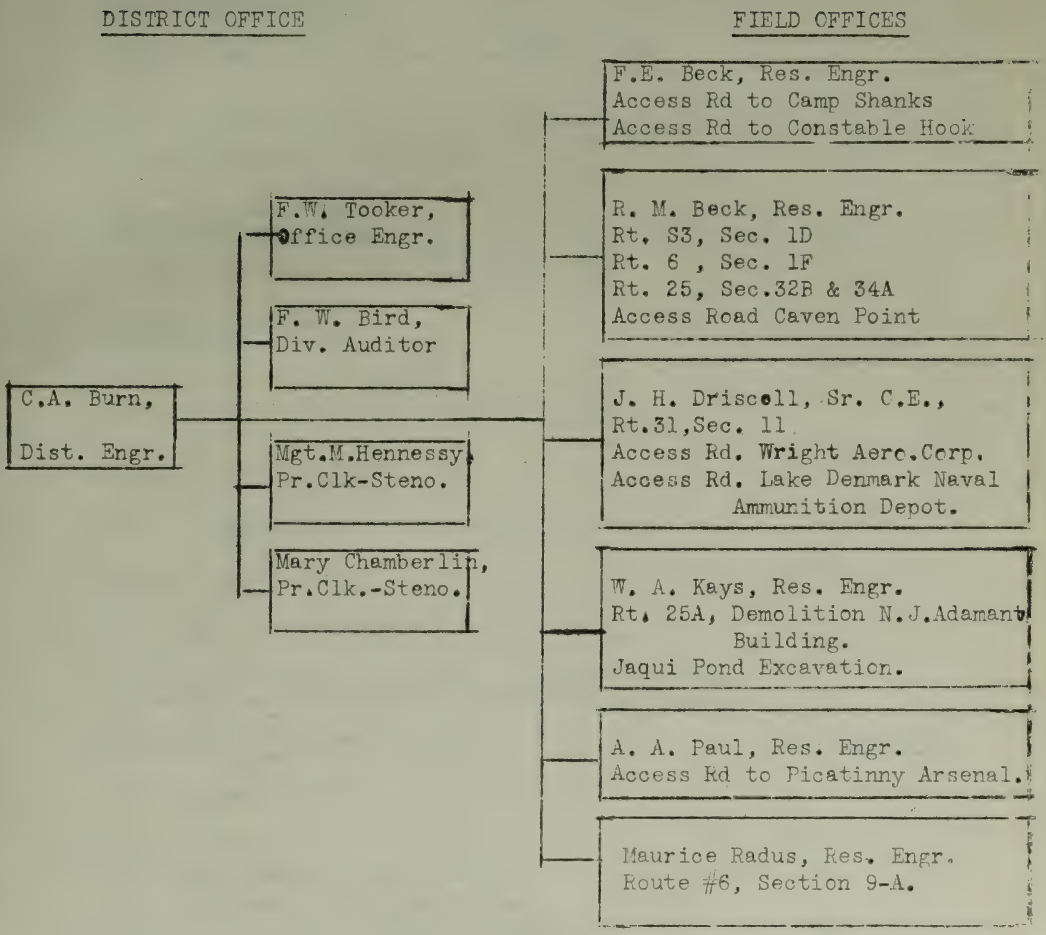
STATE HIGHWAY DEPARTMENT

NORTHERN DISTRICT

C. A. BURN, DISTRICT ENGINEER.

* ORGANIZATION CHART *

Northern Construction District



C.A. Burn, Dist. Engr.

DISTRICT OFFICE

- F.W. Tooker, Office Engr.
- F. W. Bird, Div. Auditor
- Mgt.M.Hennessy, Pr.Clk-Steno.
- Mary Chamberlin, Pr.Clk.-Steno.

FIELD OFFICES

- F.E. Beck, Res. Engr.
  - Access Rd to Camp Shanks
  - Access Rd to Constable Hook
- R. M. Beck, Res. Engr.
  - Rt. S3, Sec. 1D
  - Rt. 6 , Sec. 1F
  - Rt. 25, Sec.32B & 34A
  - Access Road Caven Point
- J. H. Driscoll, Sr. C.E.,
  - Rt.31,Sec. 11
  - Access Rd. Wright Aero.Corp.
  - Access Rd. Lake Denmark Naval Ammunition Depot.
- W. A. Kays, Res. Engr.
  - Rt. 25A, Demolition N.J.Adamant Building.
  - Jaqui Pond Excavation.
- A. A. Paul, Res. Engr.
  - Access Rd to Picatinny Arsenal.
- Maurice Radus, Res. Engr.
  - Route #6, Section 9-A.

CONSTRUCTION PROJECTS COMPLETED IN 1944.

Contracts let in 1942.

State Highway Projects

Route #6, Sec. 9-A, Union Ave.-Valley Road

Federal Access Roads

Picatinny Arsenal Access Road.

Contracts let in 1943.

State Highway Route #25, Sec. 32B & 34A

Federal Access Roads

Access Road to Camp Shanks
Access Road to Wright Aeronautical Corp.

Contracts let in 1944.

State Highway Route #6, Section 1-F.

Federal Access Roads

Caven Point Access Road.

CONTRACTS UNCOMPLETED IN 1944 CARRIED INTO 1945.

Construction started in 1944	% Completed
State Highway Projects.	
Route S3, Sec. 1-D	40
Route 25A, Clearing Right of Way & Demolition of building.	42
Route 31, Sec. 11, Through Andover	86.5
Federal Access Roads	
Constable Hook	42.5
Lake Denmark Naval Ammunition Depot	9.98
Construction for State Institutions	
Excavation of Jaqui Pond	87.04

NORTHERN CONSTRUCTION DISTRICT -PROJECTS COMPLETED IN 1944

Route	Section	Local Name	County	LENGTH & TYPE OF PAVEMENT Bit. Conc. on Conc.	Bit.Conc. on Macadam	Plain Conc.	Total	Adjusted Contract Amount	Amount Completed before 1944	Amount Completed in 1944
				CONTRACTS LET IN 1942						
	State Highway Project									
6	9-A	Union Ave.-Valley Rd.	Passaic	2.62			2.62	477,852.61	450,037.78	$ 27,814.83
	Federal Access Roads									
	3 & 4/	Picatinny Arsenal Access Rd.	Morris		0.453	0.746	1.199	564,049.68	539,621.48	24,428.20
				2.62	0.453	0.746	3.819	1,041,902.29	989,659.26	52,243.03
				CONTRACTS LET IN 1943						
	State Highway									
25	32B,34A	Grade Separation Port St.,Newark	Essex		0.59 (dual highway)		0.59	316,221.55	208,896.42	107,325.13
	Federal Access Roads									
	Camp Shanks,Knickerbocker Rd. repairs		Bergen		5.481	(repairs)	5.481	25,102.67	19,534.82	5,567.85
	Wright Aeronautical Corp.		Bergen		0.183	0.153	0.336	20,750.10	904.00	19,846.10
								362,074.32	229,335.24	132, 739.08
				CONTRACTS LET IN 1944						
	State Highways									
6	1F	East Riser Ditch	Bergen	Reconstruction of culvert				4,717.31		4,717.31
	Federal Access Road									
	Caven Point		Hudson	Cinder pavement			0.932	3,708.44		3,708.44
								8,425.75		8,425.75

CONTRACTS UNCOMPLETED IN 1944
CARRIED INTO 1945

Let in 1944

Route	Section	Local Name	County	LENGTH & TYPE OF PAVEMENT Rein. Conc.	 Plain Conc.	 Bit.Conc. on Mac.	Total	Adjusted Contract Amount	Amount Completed in 1944	Amount Remaining Uncompleted
		State Highway Projects								
S3	1D	Rt. 3 to Rt. 2	Bergen	1.024	0.169		1.193	172,041.55	70,000.00	102,041.55
25A		Demolition of Building	Hudson					19,963.00	8,384.46	11,578.54
31	11	Through Andover	Sussex			1.098	* 1.098 Br.	(4,368.00	4,368.00	
								(79,871.60	67,615.65	12,255.95
				1.024	0.169	1.098	2.291	276,244.15	150,368.11	125,876.04
		Federal Access Roads								
				Pen. Macadam	Bit. Conc.					
		Constable Hook	Hudson	1.229	0.052		1.281	58,676.59	25,019.50	33,657.09
		Lake Denmark Access Rd.	Morris	0.359			0.359	20,142.30	2,007.00	18,135.30
				1,588	0.052		1.640	78,818.89	27,026.50	51,792.39
		Institutional Work								
		Excavation of Jaqui Pond Greystone Pk.	Morris					17,017.35	14,812.35	2,205.00

* No Bridge Inspector assigned work, supervised by Resident Engineer.

SUMMARY OF CONSTRUCTION WORK PERFORMED IN THE NORTHERN DISTRICT DURING 1944.

	Rein. Conc.	Plain Conc.	Bit.Conc. on Conc.	Bit.Conc. on macadam	Penetration Macadam	Total	Contract value of work performed in 1944
Contract Work started 1942,completed 1944							
State Highway			2.62			2.62	$27,814.83
Federal Access Roads		0.746		0.453		1.199	24,428.20
Contracts let 1943,completed 1944							
State Highways				0.59		0.59	107,325.13
Federal Access Roads		0.153	5.664			5.817	25,413.95
Contracts Let in 1944,completed 1944							
State Highways	Drainage						4,717.13
Federal Access Roads	Cinder pavement					0.932	3,708.44
Contracts let 1944,carried into 1945							
State Highways	1.024	0.169		1.098		2.291	150,368.11
Federal Access Roads				0.052	1.588	1.640	27,026.50
Institutional Work	Drainage						14,812.35
TOTALS						15.089	485,614.64

Route S3, Section 1-D

Route #3, to Route 2, Rutherford & East Rutherford,

Federal Proj. # SN-FAP 186 A (1). County of Bergen.

General Contractors: Standard Bitulithic Company.
Bonding Company: Massachusetts Bond. & Ins. Co.
Resident Engineer: R. M. Beck.

Length of Project: 0.957 mi. or 5051.28 feet.
Length, Width, Type and Depth of Pavement:

10" R.C. Pavement	
367 l.ft.	38' wide.
1496 l.ft.	24' to 38' wide.
1126 l.ft.	27' to 37' wide.
1191 l.ft.	26' wide.
250 l.ft.	20' wide.
825 l.ft.	0 to 20' wide.
5255 l.ft.	

10" Plain Concrete Pavement	
891 l.ft. (North East Ramp)	20' wide.

18" R.C.Bridge Approach Slab	
150 l.ft.	38' wide.

Subgrade: Gravel
Right of Way: 70' to 120' wide.

Plans & Specifications approved by S.H.C. August 16, 1944.
Date contract awarded: August 31, 1944.
Date contract executed: Sept. 8, 1944.
Contract date for starting: Oct. 9, 1944.
Date actually started: Sept. 11, 1944.
Contract time for completion: 70 Working days.
Total working days used to date: 28 Working days.
Percentage of Work completed to date: 40%.

Total amount of original contract: 213,584.21
Less Bridge: 41,542.66
Amount of original contract, road: 172,041.55
Amount of Bridge work done to date: 35,000.00
Amount of road work done to date: 70,000.00

This project consists of paving the East and West approaches to Berry's Creek Viaduct on embankments placed under previous contracts, the construction of a bridge at the junction of Route S3, and Route 3 overpassing west bound traffic, and the construction of concrete paved approaches to this bridge carrying southbound traffic over the west bound traffic lanes, together with incidental widening of pavement, and the construction of island areas, and drainage.

West of Berry's Creek Viaduct approaches and west of the pavement constructed under prior contract full width pavement has been completed to a point about 250 linear feet east of old Meadow Road in Rutherford, together with connections to Rutherford Ave. & Route 2, and a north bound connection to Route 2.

This project is typical of any concrete pavement construction with the exception of 4" recessed concrete joint sills at transverse joints, and the construction of cypress heart wood joint fillers.

Under all pavement and islands, there was placed a specially prepared subbase material.

Route #6, Section 1-F

Reconstruction of Culvert at East Riser Ditch,

Little Ferry & Teterboro, Bergen County.

General Contractor:	Ell - Dorer Contracting Co.
Bonding Company:	American Surety Co. of N. Y.
Engineer in Charge:	R. M. Beck.

Plans & Specifications approved by S.H.C.	August 2, 1944.
Date contract awarded:	August 7, 1944.
Date contract executed:	August 10, 1944.
Contract date for starting:	Sept. 5, 1944.
Date work actually started:	Aug. 17, 1944.
Contract time for completion:	80 working days.
Extensions granted:	0
Adjusted time of completion:	80 working days.
Total time used to date:	24 " "
Total time remaining:	56 " "
Work completed:	October 18, 1944.
Accepted by State Highway Commissioner:	November 1, 1944.

Total Amount of original contract:	$12,443.55
Less bridge:	7,861.80
Total amount of road contract:	4,581.75
Total amount of extras & supplementals:	578.13
Total amount of reductions:	438.17
Adjusted contract amount, road:	4,717.31

The water table of the Teterboro meadows is to be lowered through the medium of deepened drainage ditches, thus removing the efficacy of the Culvert under Route 6 at Huyler Avenue, Teterboro, and necessitating the reconstruction of a larger culvert with a lower floor elevation.

The project consisted therefore, of the construction of this Culvert, the removal and replacement of reinforced concrete pavement, the deepening of adjacent ditches, the reconstruction of drainage facilities and other incidental work necessary for the completion of the project.

Route #6, Section 9-A (Paving)

Union Avenue to Valley Road,
In the Borough of Totowa, Township of Little Falls, Boro of West Paterson and City of Clifton. Passaic County.
F.A. Project SN-FAP - 131 H (1)

General Contractors:	Franklin Contracting Co.
Bonding Company:	Standard Accident & Ins.Co.
Sub-contractor: For curb,sidewalk & Lane Separator:	Frapaul Const. Co.
Engineer in Charge:	Maurice Radus.

Length of Project:	13827.44' - 2.618 miles.
F.A.Length of Project:	13127.44' - 2.485 "

Lengths,Types and Depths of Pavement:

Main Highway

13027' of 2" CABC-1 on 8" Plain Conc. Base Course.
1045' of 3" Pen.Mac.Surface on 5" Mac. Base Course.
800' of 3" Pen.Mac.Surface on 4" Mac. Base Course.
14872' Total.

Lane Separators in each roadway . Total 25647 lin.ft.

Ramps & Intersections

4711' of 2" CABC-1 on 8" Plain Concrete Base Course.
421' of 3" Pen.Mac.Surface on 5" Mac.Base Course.
1213' of 2" CABC-1 on 4" Mac.Base Course and 3" Mod.Pen.Mac.Inter.Course
6345' Total.

Widths Paved: Main Highway 48' - Wider at Ramps and Intersections.
Widths Paved: Ramps, 30 , 24 and 20 feet.
Widths Paved: Intersecting streets: 44, 30 and 20 feet.

Graded Widths: Rock Cuts 118' - 128'.
Earth Cuts & Fills 126'-136'.
Under previous W.P.A. contract.

R.O.W. is 150' plus slope rights; Wider at Ramps and Intersections.

Shoulders: Improved stone, Type 14' Wide and 5½" Average thickness at edges of Center Islands and 10' wide and 7½" Average thickness at outside edges of pavement.

Subgrade: 8" Porous material on earth, clay, trap rock and red sandstone

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Plans and Specifications approved by S.H.C.	Sept. 29, 1942.
Date contract awarded:	Oct. 14, 1942.
Date contract executed:	Oct. 26, 1942.
Contract date for starting work:	Nov. 30, 1942.
Date work actually started:	Oct. 30, 1942.
Date of Completion:	May 13, 1944.
Contract time for completion:	140 working days.
Extensions granted:	17 " "

Total Working days used: 149 Working days.
Accepted by State Highway Commissioner: May 31, 1944.

Amount of Extras and Supplementals: 18,124.87
Amount of Reductions: 5,731.83
Adjusted Contract Amount: 477,852.61

A complete description of this contract was given in the 1942 Annual Report.

Route #6, Sec. 9-A

Route #25, Sections 32B & 34A

Port St. Grade Separation, Newark, County of Essex,
F.A.Project SN-a-FAP 185 A (1)

General Contractors:	Union Bldg. & Const. Corp.
Bonding Company:	American Bonding Co.Boston
Resident Engineer:	R. M. Beck

Length of Project:	0.859 miles or 4529.8 l.ft.

Length, Width, Type and Depth of Pavement:

3" FA-BC 2 Surface on 5" Mac.Base plus $2\frac{1}{2}$" Water Bound Macadam

821 l.ft.	34' wide
224 l.ft.	34 to 36' wide
300 l.ft.	36' wide
1345 l.ft. (South Bound Traffic)	

$1\frac{1}{2}$" FA-BC top course material on 5" Mac.Base plus 1" cinders+3" FA-BC base course material.

487 l.ft.	34' wide
368 l.ft.	0 to 34' wide
608 l.ft.	36' wide
1463 l.ft.(South bound traffic)	

3" FABC 2 Surface on 5" Mac.Base plus FA-BC Bottom Cr.Material(2" thick)

245 l.ft.	36' wide
261 l.ft.	0 to 36' wide
506 l.ft. (South Bound Traffic)	

215 l.ft.	0 to 32' wide
2425 l.ft.	32' wide
264 l.ft.	0 to 32' wide
2904 l.ft. (North Bound Traffic)	
775 l.ft.	23.25' wide(Port St.N.Bound Connection)

$1\frac{1}{2}$" FA-BC Top course material on 6" Cinder Base + 3" FA-BC Base Course

510 l.ft.	51 l.ft. (Port St. Underpass)

Subgrade:	Sand and gravel.
Right of Way Widths:	Variable up to 750 l.ft.
Plans and Specifications approved by S.H.C.	September 8, 1943
Date contract awarded:	September 25,1943
Date contract executed:	September 28,1943
Date specified for starting:	November 15, 1943
Actually started:	September 23, 1943
Contract time of completion:	50 working days.
Extensions granted:	22 " "
Adjusted time for completion:	72 " "
Total time used:	$68\frac{1}{2}$ " "
Date of completion:	June 20, 1944.
Accepted by State Highway Commissioner:	June 29, 1944

Total amount of original contract:	346,529.45
Less Bridge:	59,233.30
Amount of original contract; Road:	287,296.15
Amount of extras & supplementals:	70,453.86
Amount of reductions:	41,528.46
Adjusted contract amount:	316,221.55
Amount of bridge work:	59,233.30
Amount of road work:	316,221.55

This project was carried through the winter months of 1943 and 1944, which, because of the severity of the weather did not permit its completion until June 21, 1944.

For a more complete description of this project refer to the 1943 Annual Report.

Route #25, Sec. 32B &
34A

Route #25 A, Demolition of N.J. Adamant Mfg. Co. Building

East Newark, Hudson County.

General Contractor:	Geo.Cosman Wrecking Co.
Bonding Company:	Metropolitan Casualty & Ins.
Resident Engineer:	W. A. Kays.

Plan & Specifications approved by S.H.C.	Sept. 27, 1944.
Date contract awarded:	Oct. 9, 1944.
Date contract executed:	Nov. 17, 1944.
Contract date for starting work:	Dec. 15, 1944.
Date actually started:	Oct. 18, 1944.
Contract time for completion:	90 Working days.
Total working days used to date:	6 " "
Percentage completed to date:	42%

Total amount of contract:	19,963.00
Amount completed to date:	8,384.46
Amount of contract to complete:	11,578.54

This project consists of the demolition of all the buildings of the N.J. Adamant Mfg. Co. located on Passaic Ave., East Newark with the exception of two garage buildings. These buildings were mostly of brick and timber construction with the exception of one that is reinforced concrete and a super-structure of steel frame, concrete and tile. The State Highway Department reserved most of the wooden posts and beams in the main building together with most of the steel beams. Work of demolishing the buildings was started October 18th. Most of the work so far has been on the portion designated as Buildings C, D and E. All of the lumber reserved by the State has been delivered to the Highway Garage Building as specified. Foundations and part of the outer brick walls of these buildings still remain. Work at present is confined to the removal of steel frame section of Building BB.

Route #31, Sec. 11, Through Andover, Sussex County
(1927)

General Contractors:	N.J.State Highway (Maintenanc ance Division).
Resident Engineer:	James H. Driscoll.

Length of Project: 11,600 lin.ft. 2.2 mi.

Length, Type & Depth of pavement:

58+0 to 116+0 (1" Type A) 4" Penetration Macadam Foundation 4" thick (hot application).
1 course plain macadam foundation 4" thick.

Width: Pavement 20', Shoulders 10' on each side.

Width of Right of Way: 66 feet.

State Highway Commissioner directed work to be done by the Maintenance Division:	June 1, 1944.
Date work started:	July 17, 1944.
Date operations temporarily suspended:	Dec. 15, 1944.

Total amount of contract:	$ 83,258.60
Total amount of bridge:	4,368.00
Total amount of road:	78,890.60
Amount of extra work:	981.00
Adjusted contract amount:	84,239.60
Amount completed to date:	71,983.65
Amount to complete:	11,274.95
Percentage completed to date:	86.5

This project consisted of the widening and repaving in part of a narrow badly ravelled macadam roadway from the road leading to Sparta just north of the town of Andover to a point 1000 feet west of the D. L. & W. R.R. For the greater part it was a widening of the existing pavement and the construction of a new shoulder on the east side of the road over right of way which was acquired for this purpose. It also included the widening of two narrow culverts between the Lehigh & Hudson River R.R. and the D.L. & W. R.R. This was accomplished by building two corrugated metal arches to the east of the existing structures. Just east of the D.L. & W. the road was constructed over new alignment to provide better sight distances in approaching the railroad. The pavement consisted of one course of plain macadam foundation 4" thick, one course of penetration macadam foundation 4" thick (hot application) and a top course Type A Bituminous Concrete 1" thick. It is the intention of the Department to finish the topsoil and seeding and dress up the shoulders in the Spring of 1945.

Excavation at Jaqui Pond, Graystone Park, Morris County.

General Contractor:	A. S. Wikstrom.
Bonding Company:	Maryland Casualty Co.
Resident Engineer:	W. A. Kays.

Plans and specifications approved by S.H.C.	Oct. 22, 1943.
Date contract awarded:	Jan. 24, 1944.
Date contract executed:	April 15, 1944.
Date actually started:	June 6, 1944.
Specified date of completion:	June 30, 1944.
Extensions granted:	30 working days from July 1, 1944.
Working days used to date:	22.
Percentage completed:	87.04%

Total amount of contract:	$10,518.90
Extra work:	6,498.45
Adjusted contract amount:	17,017.35
Amount completed:	14,812.35

This project consists of the excavation of silt and mud from a certain area of Jaqui Pond down to gravel or firm soil and the formation of embankment with the excavated material over the disposal areas designated on the plans also the excavation of a new inlet channel which would tend to create a better flow of water through the pond that would carry off any solids that might be deposited from the outlet sewer that flows into this pond. The pond had been de-watered for some time before work of excavation was started on June 5th. At that time investigation showed that the silt was of a 2 foot average depth greater than indicated on the plans. In order to clean out the area of pond as designed, an extra work order was approved to cover the extra yardage of excavation that this would require. The contractor first tried to work a crane on mats on top of the silt, but due to the depth and softness of the material this method was abandoned. A dragline was then set up but this also was not successful. Finally by working the crane in on the east side of the pond where the material was quite dry the silt was excavated to gravel and the crane operated on this material without mats. The old stream channel at the outlet end of pond was deepened so that the water level in the area being excavated was always kept low and prevented the excavated material from becoming liquid. Two cranes with dragline buckets were used to handle the excavation which had to be recast several times Most of the work of excavation was completed August 9th, but the spoil banks were too soft to permit a bulldozer or other equipment to be used to level them off. These banks were allowed to dry out until Sept.22nd, when an attempt was made to level them off with a light bulldozer. A part of this area was leveled but the greater area was too wet to permit a bulldozer to operate on. Permission has been granted the contractor to let these banks stand until next Spring in order that they might dry out sufficiently to permit their being levelled off.

Picatinny Arsenal Access Road, Sec. 3 & 4-A,
Phipps Road to Mt. Hope Mineral R.R.

F. A. Project. DA-WR 2 , In the Township of Rockaway & Boro of

Wharton, Morris County.

General Contractors:	Franklin Contracting Co.
Bonding Company:	Standard Accident Ins. Co.
Sub-contractors: (Bridges)	H. L. Harrison & Son Inc.
Bonding Company:	Massachusetts Bond.& Ins.Co.
Sub-contractors: (Culverts & Curb)	Frapaul Construction Co.
Bonding Company:	Massachusetts Bond.& Ins.Co.
Resident Engineer:	A. A. Paul

Length of Project:	6333.57 l.ft.- 1.199 miles.
Length of F.A.Proj. No. DA-WR 2	6333.57 l.ft.- 1.199 "

Pavement: Length, Type, Depths.

Main Highway

Westbound and Eastbound Roadways included.

7130'	of 10" Conc.Pavement Surface without Reinforcement.
100'	of 18" Bridge Approach Slabs, Reinforced.
4796'	of 1" Pavement Type A on 3" Modified Pen. Macadam. Intermediate Course and 4" Macadam base Course.
9'	of 1" Pavement type A on 5" Pavement Type A bottom Course.
99'	of Bridges.
12134'	Total.

Ramps, Connecting Roads & Intersections.

6182'	of 10" Concrete Pavement Surface without reinforcement.
100'	of 18" Bridge Approach slabs, reinforced.
2745'	of 1" Pavement Type A on 3" Modified Pen. Macadam. Intermediate Course and 4" Macadam Base Course.
205'	of 1" Pavement Type A on 3" Modified Penetration Macadam Intermediate Course and 6" Macadam Base Course.
475'	of $2\frac{1}{2}$" Pavement Type A on 8" Conc. Base Course, without reinf.
77'	of $2\frac{1}{2}$" Pavement Type A on 6" macadam base course.
9'	of 1" Pavement Type A on 5" pavement Type A bottom Course.
97'	of Bridges.
9890'	Total.

Widths: Pavement:

Main Highway - Westbound - 24',34',44'

Eastbound - 24',34',44'. Both have variable widths at intersections.

Ramps and connecting Roads-

Ramp A - 26', Ramp B, 26', Ramp C 26', Ramp D 20', No.Main St. Relocation 26', Mt.Hope-Mt.Pleasant Rd.Conn. 26' & 30', Parker Rd. 26', Union Tple to Westbound Conn. 26', Eastbound to Union Turnpike Conn. 26'.

Intersections - 20', 24', 30', Variable.

Graded Widths: Main Highway, Westbound and Eastbound, 64'.

Ramp B, 42', other Ramps and Connections 46'.

Right of Way: Variable throughout the project.

Shoulders: Stone Shoulders 8" average thickness 10' wide on each side of both the Westbound and Eastbound Roadways where intersections or grade separations are not involved. Small quantity also placed in driveways.

Subgrade: Sand and gravel.
12" layer of bank run gravel subbase material throughout the project.

Curbs:
18002 l.ft. of 7 x 20" Wh.Conc. Vertical Curb.
392 l.ft. of 15x8" Wh. Concrete Sloping Curb.
18394 Total.

Plans & Specifications approved by S.H.C.	April 27, 1942.
Date Contract Awarded:	June 23, 1942.
Date Contract Executed:	July 1, 1942.
Contract date for starting work:	July 24, 1942.
Date work actually started:	June 24, 1942.
Contract time for completion:	140 Working days.
Extensions granted:	51 " "
Total working days used:	175.5 " "
Date contract completed:	June 29, 1944.
Accepted by State Highway Commissioner:	July 12, 1944.

Total amount of original contract:	$ 824,871.23
Less Bridges:	279,068.53
Amount of original contract, road:	545,802.70
Amount of extra and supplemental work:	62,209.73
Amount of reductions:	43,962.75
Adjusted Contract amount, Final:	564,049.68

A complete description of this project was given in the 1942 and 1943 Annual Reports. The contractor was compelled to discontinue his operations on January 17, 1944, due to the severe winter prevailing in this locality. Work was resumed May 15, 1944 on the topsoiling and wood guard fence after considerable delay caused by spring rains and muddy ground. The project was finally completed on June 29, 1944.

Picatinny Arsenal
Access Road

Access Road to Lake Denmark Naval Ammunition Depot,

Denmark - Marcella Road.

Rockaway Township, Morris Co.

Fed.Proj. DA- NR 13.

General Contractor:	Franklin Contracting Co.
Bonding Company:	Standard Accident Ins.Co.
Resident Engineer:	James H. Driscoll.

Length of Project:	2905 ' - 0.550 miles.
Length of F.A.Proj. DA-NR 13.	2905 ' - 0.550 miles.

Pavement: Length, Type and Depth.

Penetration macadam surface, Course,Hot Application 3" thick:	1895 lin.ft.
Macadam Base Course 4" thick:	1895 " "
Surface Treatment:	1010 lin.ft.

Pavement Width:	20 feet.
Graded:	30 feet.

Plans and specifications approved by S.H.C.	September 28, 1944.
Date contract awarded:	November 1, 1944.
Date contract executed:	November 13, 1944.
Contract date for starting work:	November 28, 1944.
Date work actually started:	November 17, 1944.
Contract time for completion:	December 31, 1944.

Total amount of contract:	$20, 142.30
Amount completed to December 31, 1944: 9.98%	2,007.00
Amount to complete:	18,135.30

This project involves the paving of the Access Road at Lake Denmark Naval Ammunition Depot from a point 1000 feet south of the main gate to the Housing Area. The contractor started operations on Friday, November 17, but due to excessive winter weather was unable to make any real progress. In view of Winter weather it was decided to defer operations on this project until the Spring of 1945.

Access Road to Wright Aeronautical Corporation,

Bores of Woodridge and Lodi, Bergen County.

Federal Aid Project DA-WI 13.

General Contractor:	J. P. Burns.
Bonding Company:	Seaboard Surety Company.
Resident Engineer:	James H. Driscoll.

Length of Project:	Highland Ave. 805.3 ' - 0.153 miles.	
	Passaic Ave. 967.8 ' - 0.183 "	
Length, Type & Depth of Pavement:		
Concrete Surface Pavement 8" non-reinforced.		805.3 '
Type "A" Variable width & thickness:		967.8 '
Widths paved:	Highland Ave.	40'
	Passaic Ave.	Variable.
Widths graded:		Variable.

Plans & Specifications approved by S.H.C.	Nov. 10, 1943.
Contract awarded:	Nov. 24, 1943.
Contract executed:	Dec. 15, 1943.
Contract date for starting work:	Dec. 24, 1943.
Date work actually started:	Nov. 27, 1943.
Contract time for completion:	20 working days.
Working days used to date:	20 " "
Date of completion:	July 6, 1944.
Accepted by State Highway Commissioner:	July 12, 1944.

Original amount of contract:	$ 20,211.20
Reductions:	12.35
Extras & Supplementals:	551.25
Revised contract amount:	20,750.10

This project is designed to provide ready access to the Wright plant, an organization engaged in essential war work. The contractor started on November 27th and after very little activity was forced to defer construction to the Spring of 1944 on account of severe Winter. Construction was resumed in the Spring and despite delays on account of installation of sewerage the project was completed as of July 5, 1944. This was in ample time to achieve the desired objective as up until this date the corresponding work inside the Wright property had not been completed. The completion of this project and its adjacent connection inside the Wright plant relieved traffic on Passaic Ave., a heavily travelled County road.

Access Road to Camp Shanks

Knickerbocker Road and Livingston Avenue from Madison Avenue, Cresskill, to New York State Line.

Bergen County	Federal Aid Proj. DA-WR 14
General Contractor:	Union Bldg. & Const. Corp.
Bonding Company:	American Bonding Co.Balto.
Resident Engineer:	F. E. Beck.

Pavement, Length, Type, Depth:		
Stone shoulder const. Sta.	154+ , 232+82	1.493 miles
Binder & Surface Course	0+00 , 28+00	.530 "
Bit.Material, Surf. Treated	28+00 ; 150+63	
	191+11, 232+82	
	251+72, 308+30	4.184 "
Surface Course, Full width	154+0 , 191+11	.703 "
" " 1/3 width	191+11, 232+82	.789 "
" " Patching 15%	251+72, 275+40	.448 "
" " Patching 10%	275+40, 308+30	.623 "
Stone shoulders, resurfaced	274+40, 308+30	.623 "

Plans & Specifications approved by S.H.C.	October 22, 1943
Date contract awarded:	October 28, 1943
Date contract executed:	November 8, 1943
Contract date for starting work:	November 25,1943
Date work actually started:	November 8, 1943
Contract time for completion:	20 working days
Extension of time granted:	5 Working days
Time used:	$23\frac{1}{2}$ working days
Date of completion:	June 10, 1944
Accepted by State Highway Commissioner:	June 29th, 1944.

Total amount of contract:	$ 24,735.10
Extra and supplemental work:	3,841.60
Total amount of reductions:	3,474.03
Adjusted contract amount final:	25,102.67

This project was fully described last year's annual report. In the Spring when the contractor resumed operations it had been determined in order to reduce maintenance costs that on northern end of project from Paris Avenue to the State line, a Type "A" Repair Course to an average depth of $1\frac{1}{4}$" would be constructed and the adjacent shoulders would be resurfaced. The cost to be borne equally by the County of Bergen and the Federal Government. The project was finally completed June 10, 1944.

Access Road to Caven Point, Claremont Terminal, U.S.Army Depot,

Chapel Ave. to Caven Point Road, Jersey City, Hudson County.

Fed. Aid Project DA-WR 18.

General Contractor:	Franklin Contracting Co.
Bonding Company:	Standard Accident Ins. Co.
Engineer in charge:	R. M. Beck.

Length of Project:	4925 linear feet.
Length, width, type and depth of pavement:	
6" cinder pavement 4925 '	18 feet wide.
Subgrade:	Marsh land
Right of Way:	18 feet wide.
Shoulders:	None.

Plans and specifications approved by S.H.C.	June 29, 1944.
Date contract awarded:	July 14, 1944.
Date contract executed:	July 20, 1944.
Contract date for starting:	August 26, 1944.
Date actually started:	August 7, 1944.
Contract time for completion:	60 working days.
Extensions granted:	0
Adjusted time for completion:	60 working days.
Working days used:	29 " "
Work completed:	October 19, 1944.
Accepted by the State Highway Commissioner:	December 7, 1944.

Total amount of contract:	$ 4,416.00
Reductions:	712.36
Extras:	4.80
Adjusted contract amount:	3,708.44

This Project consists of the construction of an 18 foot wide cinder roadway, paralleling the Lehigh Railroad Freight Interchange tracks, and is to be used as an escape road if and when necessary.

This roadway lies between Chapel Avenue and Caven Point Road, in Jersey City.

Constable Hook Access Road, City of Bayonne,

Hudson County, F.A. Proj. DA-WI 19.

General Contractors:	Franklin Contracting Co.
Bonding Company:	Standard Accident Ins.Co.
Sub-contractor: Pile Trestle,Culvert:	H.L.Harrison & Son Inc.
Resident Engineer:	F. E. Beck.

Length of Project:	6765 ' or 1.281 miles.
Federal Funds for full length.	
Penetration Macadam 30' width:	1621' - .307 miles.
Penetration Macadam 24' "	4870' - .922 "
Cinder shoulders: 6' "	4870' - .922 "
Pavement Type "A" R.R.Xings:	274' - .052 "
Total length:	6765' -1.281 "

Plans & Specifications approved by S.H.C.	Sept. 27, 1944.
Contract awarded:	Oct. 16, 1944.
Contract executed:	Oct. 26, 1944.
Contract date for starting work:	Nov. 20, 1944.
Date actually started:	Oct. 30, 1944.
Contract date for completion:	Dec. 31, 1944.
Extension granted:	20 working days after December 31st, 1944.
Percent of contract completed in 1944:	42.5

Amount of original contract:	$47,620.80
Extra & Supplemental work	12,195.79
Reductions:	1,140.00
Revised contract amount:	58,676.59

This project constructed thru a dump area east of Avenue F to connect with Constable Hook Road is intended to give increased accessibility to the various industrial plants located in the Constable Hook area and also as an escape road in case of a serious conflagration. Unfortunately due to work starting late in the year it was not feasible to construct penetration surface course this season and the contractor completed excavation, borrow and macadam base course only. During construction operations a steel pipe under proposed road at Sta. 19+50± collapsed due to fluid bottom and a considerable extra was necessary to relay this pipe on pile bents to insure stability. This project is about 50% complete and will be finished in the early spring of 1945.

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

Yearly Report - 1944
Southern Construction
District

IN REPLY PLEASE REFER TO

HDR:MM

December 31, 1944

Mr. C. F. Bedwell
Construction Engineer
Trenton, New Jersey

Dear Sir:

There is submitted herewith the yearly report of the Southern Construction District for the year 1944.

Respectfully,

H. D. Robbins
District Engineer

Route 24, Section 22
Route 24N, Section 1
Fifth Street to Phillipsburg Toll Bridge Plaza
Fed. Proj. #SN-FAP-32A(4) & 32E(1)

Lopatcong Township — Warren County

General Contractor: Fred Berlanti & Son, Inc.
Bonding Company: Hartford Accident & Indemnity Co.
Resident Engineer: L. T. McCormick & M. H. Boss

Length of project: 1.593 miles
Pavement: 32' Dual road constructed by supplementing existing 20' concrete pavement with new 10" R.C. and Bit. Conc. on existing concrete widened with macadam base. .441 mile of this paving consists of Conc. on one side of center island and Bit. Conc. on existing pavement on other side.
Graded: 2-32' widths with 16' and variable center islands
Right of Way: 120' and variable.

Bids received: 9-18-44 — Contract Awarded: 9-21-44
Date of Contract: 9-28-44 — Contract in effect: 10-24-44
Working days started: 11-3-44 — Date work started: 10-9-44
Completion time: 140 W.Days - Extensions to Dec. 31, 1944: 0
Time used to Dec. 31, 1944: 13 Working Days

Amount of Original Contract: $ 629,250.00 (Road)
Amount of Adjusted Contract to 12-31-44: 629,630.00
Amount Completed to 12-31-44: 105,900.00
Bridge items in this contract are bid at $ 69,797.78

This section begins at a point in Lopatcong Township east of Phillipsburg where Route 28 Conn. from Still Valley intersects Route 24. It then extends westerly to Phillipsburg along Route 24 to make connections to the newly constructed bridge over the Delaware River to Easton and to the old bridge to the south as well as to local streets of Phillipsburg.

The old 20' concrete pavement will be reconstructed into a dual roadway by addition of 10" R.C. Pavement at some locations and by combinations of Bit. Conc. laid on existing concrete and macadam base to form one roadway while the other will be 10" R.C. This dual roadway will have center and traffic islands varying from 16' to 200' wide. Ramps and bridges will be necessary to provide intersecting street connections.

A good start has been made on placing drainage items, excavation and removing rock. This work will continue thruout the winter as weather permits in order to be prepared for the laying of the pavement in the Spring of 1945.

This section when complete will facilitate traffic movements to and from Easton and Phillipsburg to Routes 24 and 28 and eliminate the existing bottleneck by providing separate lanes for the slow moving trucks.

Route 35, Section 38A
Morgan-Laurence Harbor
State Project

Boro of Sayreville
& Madison Township — Middlesex County

General Contractor: Weldon Contracting Company
Bonding Company: Seaboard Surety Company
Resident Engineer: H. A. Hartmann

Length of Project: 1.253 miles
Pavement: 9" S.L.R.C. single 27' and dual 32' widths. 2"B.C. on 5"Mac dual w. on Bridge Approaches and Ramps 2½" Bit.Conc. on 7" Macadam 30' wide.
Shoulders: Gravel av. 7½" x 10' wide.
Graded: 37' with 16' center island along existing pavement; 2-32' widths with 4' island. Ramps 30' wide. Sidewalks, 9 to 15' wide.
Right of Way: 114' and 115½' and variable.

Bids received: 11-21-41 Contract Awarded: 11-25-41
Date of contract: 11-28-41 Contract in effect: 12-12-41
Working days started: 5-1-42 Date work started: 12-26-41

Completion time: 200 W.D. Extensions; 5 W.D. Total: 205 W. Days
Contract completed: 6-8-44 Working days used: 193½
Work accepted by Commissioner: 6-14-44

Amount of Original Contract: $ 481,168.89 (road)
Extra Work: 42,831.19
Reductions: 80,605.99
Final cost: 443,394.09
Amount completed in 1944: 42,407.48

This section of Route #35 was under construction during the year of 1942 when most of the earthwork was performed.

During the year of 1943, drainage was constructed, pavement practically completed, about one third of the concrete curb constructed, and about 95% of the earthwork completed.

Due to 1943 and 1944 being war years, labor and material, especially those materials critical to the war effort, were limited in supply. Due to substitute materials and labor of poor quantity and quality, it was a most difficult time to produce roadwork of the high standard set in previous years.

The bridge over the Cheesequake Creek, under separate contract was completed in 1943. The abutments for the bridge to complete dual paving over the New York and Long Branch Railroad were built, but no steel was available for the completion of the deck. This work will be done after the war. The inability to complete the bridge over the railroad, necessitated using existing single pavement at this point for 480' which forms a traffic bottleneck and prevented the complete dualization of this project.

During 1944 the concrete pavement, concrete curb, topsoiling and seeding etc. were completed. The dry weather in the late spring prevented a vigorous growth of grass.

It is noticed there is a settlement of pier #8 and the roadway to the east about 1000' which is not expected to prove serious.

Route 39, Section 1C & 2A
Bordentown-Mansfield Square
Federal Project # SN-FAP-100F(1)

Bordentown & Mansfield Townships — Burlington County

General Contractor: Union Bldg. & Const. Corp.
Bonding Company: American Bonding Co. of Baltimore
Resident Engineer: D. H. Johnston

Length of project: 2.21 miles
Pavement: 10" Plain Concrete, dual 22' and 32' widths.
Shoulders: Gravel 8-10" thick, 5 & 10' wide
Graded: 37' dual widths; 30' center islands, 18' walk spaces.
Right of Way: 140'

Bids Received: 8-3-42 — Contract Awarded: 8-10-42
Date of contract: 8-18-42 — Contract in effect: 8-28-42
Working days started: 9-18-42 — Date work started: 9-8-42

Completion time: 160 W. Days; Extensions: 6 Total: 166 W. Days
Contract completed: 5-23-44 — Working days used: 166
Work accepted by Commissioner: 6-14-44

Amount of original contract:	$ 559,515.93 (Road)
Extra Work:	19,910.92
Reductions:	56,039.51
Final cost:	523,387.34
Amount completed in 1944:	12,677.34

This project, which is a section of the Federal primary system, is also a very vital part of the Fort Dix access improvement and consists of the replacement of the existing macadam pavement, together with the construction of an additional concrete roadway, to form a dual highway with gravel shoulders.

Approximately 200,000 cubic yards of earth were involved in this project, a good portion of which was handled with modern "carry-all" equipment.

The deck of the old bridge at Black's Creek was raised 7 ft. to conform to a new grade. This operation was successfully carried out and was the means of salvaging the old structure. A new bridge was built for the southbound traffic.

This contract on which about 23% of the road work was completed in 1942 was completed in 1943, with the exception of seeding, clean up, etc, which was done in the Spring of 1944.

Route 56, Section 1
Beach Thorofare Bridge & Approaches
State Project

Atlantic City — Atlantic County

General Contractor: Ole Hansen
Bonding Company: Fidelity & Deposit Co. of Maryland
Resident Engineer: E. M. Gillette

Length of Project: .44 miles
Pavement: 2½" Bit. Conc. on 7" Mac. Base, Dual Pavements, 35' & variable with 4' center island across bridges.
Shoulders: 8" Gravel Variable width
Graded: 70' and variable with 6' to 10' walk spaces.
Right of Way: (Widths) 190'

Bids Received: 12-12-41
Contract Awarded: 1-6-42
Date of Contract: 1-9-42
Contract in effect: 1-20-42
Working days started: 1-30-42
Date work started: 2-9-42
Completion time and extensions to 12-31-44: 250 Working days
Time used to 12-31-44: 200 Working days

Amount of Original Contract: $ 131,527.99 (Road)
Amount completed to Dec. 31, 1944: 57,578.28
Amount completed during 1944: 0.00

This contract also provides for bridges over Beach thorofare and Venice Lagoon at a contract price of $ 1,035,485.80. The bridge over Beach Thorofare is 48% completed and Venice Lagoon 99% completed.

This contract provides for the construction of new bridge structures as mentioned above and widening the approaches of same.

Due to the war conditions only the substructure of the Beach Thorofare Bridge will be completed because of the steel shortage.

The road items of wet excavation, embankment, drainage items etc. were completed as far as possible on May 31, 1943. The balance of these items and Beach Thorofare bridge superstructure will wait until the war is over.

Belle Mead Access Road
to
U.S. A.S.F. Depot
Project # DA-WR-17

Hillsborough Township	Somerset County
General Contractor:	DiDonato & Ruffini
Bonding Company:	Massachusetts Bonding & Ins. Co.
Resident Engineer:	L. T. McCormick
Length of project:	0.395 miles
Pavement:	20' 3" Pen.Mac. on 6" Macadam Base.
Shoulders:	Stone 6"x5' wide.
Graded:	30' and 24' sta.19+80 - 20+50.
Right of Way:	Widened to 50' thruout.

Bids Received:	4-10-44	Contract Awarded:	4-17-44
Date of contract:	4-25-44	Contract in effect:	5-9-44
Working days started:	5-19-44	Date work started:	5-4-44

Completion time: 30 W. Days; Extensions: 0 W.Days; Total: 30 W.Days
Contract completed: 7-7-44 Working days used: 21 W.Days
Work accepted by Commissioner: 7-13-44

Amount of Original Contract:	$ 16,439.25
Extra Work:	42.60
Reductions:	1,012.55
Final Cost:	15,469.30

This project, financed by the Federal Government, provides access, from the Amwell Road to the United States Army Services Forces Depot at Belle Mead, Hillsborough Township, Somerset County.

Before construction this road was impassable in wet weather, particularly in the spring, due to the lack of any pavement or drainage and the clayey nature of the soil. Adequate side ditches and other drainage, provide an all-weather access to the Depot.

Considerable delay was encountered during the last part of May and the early part of June due to excessive rains at this period. The road was closed to traffic during construction, being re-opened on June 14, 1944 after pavement and shoulders were completed.

Belle Mead Access Road to
U.S. A.S.F. Depot

Closure Roads at Naval
Ammunition Depot
Federal Project # DA-NC-11

Howell and Middletown Townships	Monmouth County
General Contractor:	Standard Bitulithic Co.
Bonding Company:	U.S. Fidelity and Guaranty Co.
Resident Engineer:	V. E. Markle
Length of project:	1.931 miles
Pavement:	8" treated Gravel 20-30' wide
Shoulders:	8" Gravel 5' wide
Graded:	30' and variable
Right of Way:	33-50-90'
Bids received: 10-9-44	Contract awarded: 10-16-44
Date of contract: 10-16-44	Contract in effect: 11-15-44
Working days started: 11-20-44	Date work started: 11-13-44
Completion time: 45 Working days;	Extensions to Dec.31,1944: 0
Time used to Dec. 31, 1944:	16 Working Days

Amount of Original Contract:	$ 44,139.48
Amount of Adjusted Contract to 12-31-44:	44,139.48
Amount Completed to 12-31-44:	12,710.00

This contract consists of two sections of roads to connect existing roads that were cut off by the construction of the Naval Depot at Earle and R.R. connection at Leonardo.

In Area #2 near Leonardo a portion of Park Ave, leading to Bay View Cemetery is to be connected to Navesink Road by about 0.6 of a mile of new alignment.

In Area #3 north east of Jerseyville a portion of the East Freehold-Farmingdale Road was cut off and it is being connected to Route 33 at Jerseyville school by improving about 1.6 mile of an existing road.

The State is acting as the agent of the Federal Government which is financing this project. The townships will maintain the roads upon completion.

The contractor is doing such grading and drainage work this winter as feasible and will then do the paving in the Spring.

Closure Roads at Naval Ammunition
Depot

Fort Dix Access Road, Section 1
Georgetown to Fort Dix
Federal Project # DA-WR-1-B(1)

Mansfield &
Springfield Townships — Burlington County

General Contractor: J. P. Burns
Bonding Company: Seaboard Surety Co.
Resident Engineer: M. H. Boss

Length of Project: 4.488 miles
Pavement: Single 10" P.C. 22' wide; 2-25' widths, 6'c. island over the RR. Each end of the project has 2-22' widths with variable center island ending on the easterly end in the Fort Dix(175' innner radius) traffic circle paved 35' and variable.
Shoulders: Gravel Av. 8" thick, 10' wide.
Graded: 42' single, 18' walk spaces; 2-25' and 2-42' dual roadways with 6' and variable center islands; 11 and 18' walk spaces.
Right of Way: 140' and variable.

Bids Received: 8-31-42 — Contract Awarded: 9-9-42
Date of contract: 9-15-42 — Contract in effect: 9-19-42
Working days started: 9-29-42 — Date work started: 9-29-42

Completion time: 140 W. Days; Extensions: 5 W.Days; Total: 145 W. Days
Contract completed: 7-20-44 — Working days used: 145
Work accepted by Commissioner: 8-2-44

Amount of original contract:	$ 804,558.25 (Road)
Extra Work:	23,069.78
Reductions:	33,037.84
Final cost:	794,590.19
Amount completed in 1944:	14,940.19

This is the section of the new Fort Dix Access Road, adjacent to the camp, which connects to Route 25 & Route 39.

The contractor started on clearing of right of way, then stripping of topsoil, sub-surface drainage, roadway excavation, embankment and wet excavation. About 11% of the contract was completed in 1942. Clearing and stripping were nearly completed.

Concrete pavement was started June 16, 1943 and was completed October 19, 1943. Concrete pavement officially opened to traffic December 16, 1943.

During 1942 & 1943 the contractor completed all the major items except 40% of the topsoiling. The work done in 1944 consisted of Topsoil, Fertilizer, & Seeding, Ditching and general clean-up.

Fort Monmouth, Camp Woods & Camp Coles Access Roads
Fed. Proj. # DA-WR-10, 11 & 12

Shrewsbury & Middletown Townships
Eatontown & Oceanport Boroughs — Monmouth County

General Contractor: R. W. Cleveland & Company
Bonding Company: Fidelity & Casualty Co. of N.Y.
Resident Engineer: V. E. Markle & J. W. Seaman-Twp. Engr.

Length of Project: 3.635 miles
Pavement: Half Mile Rd. 1¼" type T top placed on existing surface and also on new 6" Gravel Base with 3" Int. Mod. Pen. Mac. 5' & 25' wide.
Hope Road - 1¼" type T top on new base as above 20' wide.
Pine Brook Road-1¼" Type T top on new base as above 26' wide.
Main St. - 1¼" type T top on existing macadam scarified & 3" Mod.Pen.Mac. Also patching of existing macadam and placing 1¼" type T top. 30' wide and slightly variable.
Shoulders: 6" gravel 4, 5 & 6½' wide on Pine Brook, Half Mile & Hope Road respectively.
Graded: 30' except Hope Road which is 33' Main Street has 3 to 10' sidewalks.
Right of Way: Main St. 50' - Pine Brook 47'

Bids Received: 8-9-43 — Contract Awarded: 8-13-43
Date of contract: 8-20-43 — Contract in effect: 8-31-43
Working Days started: 9-10-43 — Date work started: 8-20-43
Completion time: 60 W. Days - Extensions: 8 W. Days - Total: 68 W.Days
Contract completed: 1-25-44 — Working days used: 57
Work accepted by Commissioner: 2-2-44

Amount of original contract:	$ 118,675.55
Extra Work:	11,674.02
Reductions:	4,179.47
Final cost:	126,170.10
Amount completed in 1944:	2,110.10

The surveys and plans for these roads were made by J. W. Seaman, C.E. representing the several interested political jurisdictions in control of the same. The staking and lay-out was also furnished by Mr. Seaman. The State supervised the construction which was financed by the Federal Government.

The construction specified were drainage improvements and the construction of a 6" gravel base course with a 3" Penetration macadam intermediate course and a 1¼" type "T" top course for Pine Brook Road, Half Mile Road and Hope Road. On Main Street, Oceanport, the plans called for a Type "T" Bottom used as a levelling course and a 1¼" Type "T" top. However, it was found advisable on account of the unstable condition of the surface of that portion of the roadway from Station 0+00 to about Station 17, to scarify, reshape and rebind the existing slag macadam surface and then place thereon a 3" Penetration macadam intermediate course before placing the 1¼" Type "T" top.

This work was nearly completed during 1943. Headwalls, ditching and clearing of site were completed early in 1944.

Highlands Military Reservation
Access Road
Fort Hancock on Portland Road
Federal Project # DA-WR-16

Middletown Township — Monmouth County

General Contractor: N. J. State Highway Maint. Dept.
Resident Engineer: V. E. Markle - R. A. Martin

Length of Project: .505 mile
Pavement: 4" Hot Application Pen. Macadam on 6" Gravel Base 26' wide.
Graded: 26' and variable

Working days started: 5-1-44 — Date work started: 4-17-44
Completion time: 30 W. Days
Contract Completed: 6-5-44 — Working days used: 20
Work accepted by Commissioner: 6-14-44

Amount of Original Contract:	$ 10,055.10 (Estimated)
Extra Work:	1,220.00
Reductions:	1,006.95
Final cost:	10,268.15
Actual cost given by Accounting Division	$ 9,677.12

This project which begins at Highland Avenue at the Westerly Plaza of the Highlands Bridge and extends in a Southerly and Westerly direction for a distance of 2665' to the boundary of the Military Reservation is locally known as Portland Road.

The construction consisted of the patching and oil treating of the existing surface from Station 0+00 to Station 18+00 and regrading the area from Station 18+00 to 26+65 and the construction of a 4" penetration surface on a new 6" gravel base. Other construction incidentals were drainage items, guard railing, etc.

The most difficult construction problem was the maintenance of the heavy military traffic in and out of the reservation. This was particularly trying during construction of the penetration surface course.

Highlands Military Reservation
Access Road

Pemberton-Fort Dix Access Road
Emmon's Corner Intersection
Federal Project # DA-WR-9

Pemberton Township — Burlington County

General Contractor: Agabiti Bros.
Bonding Company: Standard Accident & Insurance Co. of Detroit
Resident Engineer; A. C. Ely & M. H. Boss

Length of Project: 0.165 miles
Pavement: 5" Macadam Base - 4" Pen. Mac. Int. course and 1" type T top Dual Roadways 23 to 30' wide.
Graded: Dual 23' roadways with variable center island to 20'
Right of Way: 66' and wider.

Bids Received: 8-30-43 — Contract Awarded: 9-8-43
Date of contract: 10-2-43 — Contract in effect: 10-15-43
Working days started: 10-25-43 — Date work started: 9-20-43

Completion time: 30 W. Days; Extensions: 4 W.Days; Total: 34 W. Days
Contract completed: 5-17-44 — Working days used; 32
Work accepted by Commissioner: 5-31-44

Amount of original contract:	$ 17,457.60
Extra Work:	2,577.08
Reductions:	662.79
Final cost:	19,371.89
Amount completed in 1944:	$ 3,121.89

This improvement is to eliminate a very dangerous traffic condition at this sharp turn and intersection on the Fort Dix-Pemberton Road, and provides for the separation of traffic into lanes by the use of islands and super elevation in the curve.

The State supervised this construction which was financed by the Federal Government, Burlington County furnished the necessary engineering.

The paving was completed in December 1943 but the sodding seeding and clean up was delayed until the Spring of 1944.

Pemberton-Fort Dix Access Road
Emmon's Corner Intersection

Skillman Water Supply
Reservoir Cleaning
N.J. State Village at Skillman
State Project

Montgomery Township	Somerset County
General Contractor:	A. S. Wikstrom
Bonding Company:	Aetna Casualty & Surety Company
Resident Engineer:	L. T. McCormick
Bids Received: 6-30-43	Contract Awarded: 9-1-43
Date of Contract: 9-8-43	Contract in effect: 9-25-43
Working days started: 9-30-43	Date work started: 9-10-43

Completion time: 30 W. Days; Extensions: 28 W.Days; Total 58 W.Days

Contract completed: 9-1-44	Working days used: 34
Work accepted by Commissioner:	9-12-44

Amount of original contract:	$ 21,778.35
Extra Work:	20,625.00
Reductions:	763.95
Final cost:	41,639.40
Amount completed in 1944:	886.05

This contract, let in conjunction with the Department of Institutions and Agencies, provides for the cleaning of a water supply reservoir in order to increase its capacity and provide for an adequate supply of water during the summer months for the N. J. State Village at Skillman.

The contract calls for excavating soil and debris which washed into the site and the spreading and grading of this excavation on low areas of the property of the Institution.

Excellent progress was made, the original amount of excavation was removed by October 10, 1943. Due to the depth of material being greater than anticipated an order for additional excavation was issued. This was completed by Nov. 12, 1943.

It was then decided to extend the reservoir westerly. An order to do this was issued. Before this excavation could be removed the fall rains started, flooded the reservoir, making it impossible to complete the work until the dry season in 1944.

The contract increased the capacity of the reservoir by 16,000,000 gallons of water making a total capacity of 22,000,000 gallons.

Skillman Water Supply
Reservoir Cleaning

N. J. State Highway Department-Southern District
Contracts Awarded Previous to 1944 and carried forward
Road Work Only

R & S	Locations	County	Type of Pav. & Mileage Conc.	 B.Conc	 Total	Adjusted Contract Amount	Completed Previous to 1944	Completed in 1944	To Complete
35-38A	Morgan-Laurence Harbor	Middlesex	1.190	.063	1.253	$ 443,394.09	$ 400,936.61	$ 42,407.48	
39-1C & 2A	Bordentown-Mansfield Sq.	Burl.	2.210		2.210	523,387.34	510,710.00	12,677.34	
56-1	Beach Thorofare Br. & App.	Atlantic		.440	.440	133,249.18	57,573.28		75,670.90
	Emmon's Cor.Fort Dix Pemberton Rd.	Burl.		.165	.165	19,371.89	16,250.00	3,121.89	
	Ft.Dix Access Road, Sec. 1 Georgetown to Fort Dix	Burl.	4.488		4.488	794,590.19	779,650.00	14,940.19	
	Ft. Mon. Camp Coles and Woods Access Rds.	Mon.		3.635	3.635	126,170.10	124,060.00	2,110.10	
	Skillman Reservoir Cleaning	Somerset				41,639.40	40,753.35	886.05	
	Totals -		7.888	4.303	12.191	$2,081,802.19	$1,929,988.24	$76,143.05	$ 75,670.90

N. J. State Highway Department-Southern District
Work completed previous to 1944 on which adjustments
were made in 1944

				Mileage			Adjusted Contract	Adjusted Contract		
R & S	Locations	County	Work Completed	Conc.	Treated Gravel	Grading	Amount 12-31-43	Amount 12-31-44	1944 Adjustment	1944 Payments
	Fort Dix Access Rd. Sec. 2	Burl.	12-10-43	3.515			$668,183.69	$668,777.17	$ 593.48	$ 593.48
	*Highbee Landing Access Rd.	Cape May	12-29-43		.320		(7,337.05)	8,251.73#		8,251.73
	Island Beach C. G. Sta.	Ocean	7-30-43		8.403		112,116.56#	118,012.64#	5,896.08	
44-9	Westville-Pierce's Cor.	Gloucester	7-1-42			3.203	169,264.45	173,770.62	4,506.17	25,614.74

* Omitted in 1943 report of Southern District
(7,337.06) Estimated Costs
# Cost furnished by Accounting Division

N. J. State Highway Department-Southern District
Contracts Awarded in 1944
Road Work Only

R & S	Locations	County	Type of Paving & Mileage				Adjusted Contract Amount	Amount Completed in 1944	Amount to Complete in 1945
			Pen. Mac.	Treated Gravel	Conc.	Total			
	Belle Mead Access Road	Somerset	.395			.395	$ 15,469.30	$ 15,469.30	0.00
	Closure Rds. at Naval Amm. Depot	Mon.		1.931		1.931	44,139.48	12,710.00	31,429.48
	Highlands Military Res. Access Road	Mon.	.505			.505	(10,268.15) 9,677.12#	9,677.12#	0.00
24-22) 24N-1)	5th St. to Phillipsburg Toll Bridge Plaza	Warren			1.593*	1.593	629,630.00	105,900.00	523,730.00
	Totals	-	.900	1.931	1.593	4.424	$698,915.90	$143,756.42	$ 555,159.48

* On half of this dual pavement for a distance of .441 mile one side will consist of Bituminous Concrete placed on the existing concrete pavement, widened.

($10,268.15) Estimated costs

# Actual costs as furnished by Accounting Division, $591.03 less than estimated.

SUMMARY OF CONSTRUCTION
PERFORMED DURING 1944 BY
NEW JERSEY STATE HIGHWAY DEPARTMENT
SOUTHERN DISTRICT
ROAD WORK ONLY

	Reinforced Concrete	Bituminous Concrete	Treated Gravel	Pen. Mac.	Total Mileage	Contract Value of Work Performed
1. State Highway Work Awarded Previous to Jan. 1, 1944--Finished in 1944						
	3.400	.063			3.463	$ 55,084.82
2. State Highway Work Awarded Previous to Jan. 1, 1944 - Carried into 1945						
		.440			.440	0.00
3. State Highway Work Awarded in 1944 and Carried into 1945						
	1.593				1.593	105,900.00
4. Other Projects Supervised not Highways						
Shillman Reservoir Cleaning						886.05
5. Access Roads & Other Federal Projects off State Highways						
	4.488	3.800	1.931	.900	11.119	58,028.60
Totals	9.481	4.303	1.931	.900	16.615	$ 219,899.47

ANNUAL REPORT FOR 1944

NEW JERSEY STATE HIGHWAY DEPT.

Division of Bridges.

For the year 1944 the organization of the Bridge Division consisted of an average of 27 employees.

The personnel is classified as follows:

1 - Bridge Engineer
1 - Assistant Bridge Engineer
2 - Senior Bridge Designers
6 - Bridge Designers
3 - Structural Draftsman
3 - Bridge Detailers
6 - Resident Engineers
1 - Senior Bridge Inspector
1 - Bridge Inspector
1 - Auditor
1 - Head Clerk-Stenographer
1 - Stenographer.

In addition to the above listed men there are:

3 - In the Armed Forces of the United States
12 - On voluntary lay-off, employed in War industry.
7 - On leave of absence, serving as civilian employees of the Army and Navy Departments.

The work during 1944, has been divided into the following classes:

1. Bridge contracts on State Highways let in 1941 and under construction in 1944:

	Adjusted Contract Price.	Val. of Work done in 1943	Value of work done in 1944.	Val. of uncompleted Wk.
Highway & Stream Bridges	$2,720,084.04	581,784.03	109,465.17	535,787.73

2. Bridge contracts on State Highways let in 1943 and under construction in 1944:

Highway Bridge	60,331.09	59,727.78	603.31	0

3. Bridge contracts on State Highways let in 1944:

Highway & Stream Bridges	245,586.41		164,037.02	81,549.39

4. Bridge contract on Access Roads let in 1944:

Highway & Stream Bridges:	94,548.43	0	94,548.43	0

Total adjusted contract amount for bridges under construction 1944: $3,120,549.97

Value of work done in 1944	-	$368,653.93
Value of uncompleted work	-	617,337.12

During the past year contracts for the construction of bridges were awarded as follows:

Highway and Stream Bridges on State Highways	-	5
Bridges on Access Roads to Military Establishments.		5
		10

During the past year work was continued on 5 Highway and Stream Bridges on State Highways which were let in 1941 and 1943.

The plans and specifications for bridges on Access Roads to Military Establishments were prepared by this Division and field supervision exercised by our froces.

During the past year the office force has been employed principally in the preparation of plans for bridges on the Post-War Program.

CONTRACTS ON STATE HIGHWAYS LET IN 1941 and UNDER CONSTRUCTION IN 1944

Route No.	Sec.	Local Name	Contract Price	Adjusted Contract Price	Value of Work done in 1943	Value of Work done in 1944	Official Starting Date	Date or % Completed
S-3	1	Erie Railroad & Berry Creek Viaduct.	$689,539.50	$740,545.51	$299,961.64	83,495.73	6-20-41	90%
35	38	Cheesequake Creek Bridge	942,893.70	945,835.56	167,488.79	25,969.44	10-6-41	9-7-44
(R)56		Venice Lagoon	98,911.20	104,729.87	56,205.19		1-30-42	99% (*)
(R)56		Beach Thorofare	936,574.60	928,973.10	58,128.41		1-30-42	48% (*)
			$2,667,919.00	2,720,084.04	$581,784.03	$109,465.17		

(R) =	Let with Road Contract	2
	Let Separate	2
	Total	4

(*) Bridge work discontinued temporarily due to inability to obtain critical materials.

VIADUCT OVER BERRY'S CREEK AND ERIE RAILROAD

Route #S-3, Sec. #1
Sta. 206±
Rutherford - Bergen County

Type of Structure	Steel Deck Beams on Concrete Piers
Width of Roadway on Bridge	2 @ 38'-0" Isl. 4'-0"
Width of Sidewalk on Bridge	2 @ 4'-0"
Length of Spans	2 @ 63'-0"; 8 @ 72'-0"
Length of Bridge Deck on ℄ of Roadwy	734'- 6-1/2"
Deck Covering	Concrete
Type of Foundation	Concrete on timber and steel piles
Contractor	Fehlhaber Pile Co.,Inc.
Inspector in Charge of Work	H. R. Gabriel, Resident Engineer
Bonding Company	The Aetna Casualty & Surety Co.
Official Starting Date	June 20, 1941
Work Started	3/23/42
Working days specified -	275 Working days
Percent of completion by 12/31/44	90
Engineer's Estimate of Cost	$737,609.00
Contract Price	$689,539.50
Adjusted Contract Price	$740,545.51
Value of work done in 1942	$290,600.37 including structural steel at site.
" " " " " 1943	$299,961.64
Value of work done in 1944	$ 83,487.73
" " " to complete	$ 66,495.77

REMARKS: Work of the contract has been delayed due to instability of approach embankments and inability to obtain foundation piles.

CHEESEQUAKE CREEK

Route #35, Sec. #38 Sta. 97±

Sayreville & Madison - Middlesex County.

Type of Structure	Bascule Draw and Deck Beam App.
Width of Roadway on Bridge	2 @ 32'-0"; Isl. 4.0'
Width of Sidewalk " "	2 @ 6.0'
Length of Spans	1 @ 50' Basc.; 1 @ 76'-4"; 1@ 59'-11"; 6 @ 70'-4"
Length of Bridge Deck on ℄ of Roadway	713'-0"
Deck Covering	Steel Grid on Draw Span-Concrete on others.
Type of Foundation	Concrete on Piles
Contractor	Fehlhaber Pile Company, Inc.
Inspector in Charge of Work	C. L. Appleton, Resident Engr.
Bonding Company	The Aetna Casualty & Surety Co.
Official Starting Date	October 6, 1941
Work Started	Nov. 10, 1941
Working days specified	275 W.Ds.
Date of completion	9-7-44
Engineer's Estimate of Cost	$921,123.90
Contract Price	$942,893.70
Adjusted Contract Price	$945,835.56
Value of Work Done in 1941	$63,923.90
Value of Work Done in 1942	$688,453.43
Value of work done in 1943	$167,488.79
Value of work done in 1944	$25,969.44

VENICE LAGOON

Route #56, Absecon Boulevard
Sta. 257±

Atlantic City - Atlantic County

Type of Structure	Concrete Pile Trestle
Width of Roadway on Bridge	2 @ 35'-0"; Isl. 4'-0"
Width of Sidewalks on Bridge	2 @ 6'-0"
Length of Spans	9 @ 20'-4"
Length of Bridge Deck on ℄ of Roadway	183'-0"
Deck Covering	Concrete
Type of Foundation	Concrete Piles and Timber Piles at Abutments.
Contractor	Ole Hanson
Inspector in Charge of Work	M. L. Vail, Resident Engineer
Bonding Company	Fidelity & Deposit Co.
Official Starting Date	1/30/42
Work Started	2/9/42
Working days specified	250
Percent of completion 12/31/44	99%
Engineer's Estimate of Cost	$114,317.60
Contract Price	$98,911.20
Adjusted Contract price	$104,729.87
Value of work done in 1942	$47,477.38
Value of work done in 1943	$56,205.19
Value of work to complete	$ 1,047.30

REMARKS: Roadway work included in contract but not in above costs. This bridge was included in same contract with Beach Thorofare Bridge. Work suspended May 31, 1943.

BEACH THOROFARE

Route #56, Absecon Boulevard
Sta. 251±

Atlantic City - Atlantic County

Type of Structure	Bascule Draw Span and Deck beam Approaches.
Width of Roadway on Bridge	2 @ 35'-0"; Isl. 4'-0"
Width of Sidewalk " "	2 @ 8'-6"
Length of Spans	Basc. 1@60'-4"; 2 @ 68'-0"; 1 @69'-0"; 1 @ 66'-4"; 2 @ 48'-0"
Length of Bridge Deck on C of Roadway	474'-11"
Deck Covering	Steel Grid on Draw Span-Concrete on others.
Type of foundation	Concrete on piles
Contractor	Ole Hanson
Inspector in Charge of Work	M. L. Vail, Resident Engr.
Bonding Company	Fidelity & Deposit Co.
Official Starting Date	1/30/42
Work Started	1/22/42
Working days specified	250
Percent of Completion 12/31/44	48
Engineer's Estimate of Cost	$989,417.85
Contract Price	$936,574.60
Adjusted Contract Price	$928,973.10
Value of Work done in 1942	$402,600.03
Value of Work done in 1943	$ 58,128.41
Value of Work to complete	$468,244.66

REMARKS: Roadway work included in contract but not in above costs. Work discontinued on May 31, 1943 until critical materials can be obtained.

BRIDGE CONTRACTS LET IN 1943 AND UNDER CONSTRUCTION IN 1944

BRIDGES ON STATE HIGHWAYS.

ROUTE NO.	SECTION	LOCAL NAME	CONTRACT PRICE	ADJUSTED CONTRACT PRICE	VALUE OF WORK DONE IN 1943	VALUE OF WORK DONE IN 1944	SRARTING DATE	DATE OR % COMPLETED.
25	32B 34A	Overpass at Port St.	$59,233.30	$60,331.09	$59,727.78	$603.31	11-15-43	5-10-44

Sheet #9

Route #25, Secs. 32B & 34A

Sta. 486+ 37.9

Overpass at Port St.

County	Essex
Municipality	Newark
Federal Aid Project No.	SN-A-FAP 185-A(1)
Type of Structure	Reinforced Concrete T Beams.
Width of Roadway on Bridge	32 Ft.
Width of Sidewalk " "	2 @ 2'-6"
Width of Roadway Under Bridge	2 @ 25'-6"
" " Sidewalk " "	2 @ 2'-6"
Length of Spans	2 @ 30'-6"
Length of Bridge Deck on ℄ of Roadway	66'-4"
Deck Covering	Concrete
Type of Foundation	Timber piles
Contractor	United Building & Construction Corp.
Inspector in Charge of Work	A. E. Lee
Bonding Company	American Bonding Co. of Baltimore
Official Starting Date	11/15/43
Work Started	9-27-43
Working days specified	50
Date of Completion	5-10-44
Engineer's Estimate of Cost	$74,679.40
Contract Price	$59,233.30
Adjusted Contract Price	$60,331.09
Value of Work Done in 1943	$59,727.78
Value of Work done in 1944	$ 603.31

CONTRACTS ON STATE HIGHWAYS LET IN 1944.

Route	Sec.	Local name	Contract Price	Adjusted Contract Price	Value of work done in 1944	Starting Date	% of Completion
3	1	Berry's Creek Bridge Extension	$124,081.42	$123,407.53	$114,643.74	7/1/44	94
S-3	1D(R)	Rt. 3 South Bound over Rt. S-3 West Bound.	41,542.66	43,030.36	33,105.04	10/9/44	77
6	1-F	(R) East Riser Ditch	7,861.80	7,739.09	7,739.09	9/5/44	100
24N	1	(R) Underpass at West Bound Ramp	52,666.28	54,277.93	8,549.15	11/2/44	16
24N	1	(R) Ingersoll Rand Do. Bridge Extension	17,131.50	17,131.50	0	11/2/44	0
			$243,283.66	$245,586.41	$164,037.02		

Bridges marked thus (R) included in Roadway Contract.

Route #3, Section #1

County	Bergen
Municipality	East Rutherford and Rutherford
Local Name	Berry's Creek Bridge Extension
Federal Aid Project No.	SN-FAP 186-A(1)
Type of Structure	Longitudinal steel beams and concrete deck.
Width of Roadway on Bridge	2 @ 38'-0"
Width of Sidewalk " "	2 @ 4'-0"
Length of Spans	2 @ 66'-0" East; 2 @ 75'-0" West
Length of Bridge Deck on ¢ of Roadway	132'-0" East end 150'-0" West end.
Deck Covering	Concrete
Type of Foundation	Concrete spread footings.
Contractor	Ell-Dorer Contracting Co.
Inspector in Charge of Work	H. R. Gabriel
Bonding Company	American Surety Company
Official Starting Date	7-1-44
Work Started	7-6-44
Working days specified	100
Percent of Completion by 12/31/44	94%
Engineer's Estimate of Cost	$173,953.50
Contract Price	$124,081.42
Adjusted Contract Price	$123,407.53
Value of Work Done in 1944	$114,643.74
Value of Work to be done in 1945	$ 8,763.79

Route S-3, Section 1-D

Sta. 152+87.91

County	Bergen
Municipality	Rutherford
Local Name	Route 3 South Bound over Rt. S-3 West Bound
Federal Aid Project No.	SN-FAP 186-A(1)
Type of Structure	Longitudinal steel beams and concrete deck.
Width of Roadway on Bridge	38'-0"
Width of Roadway Under Bridge	38'-0"
Length of Spans	49'-0"
Length of Bridge Deck on ℄ of Roadway	52'-7"
Deck Covering	Concrete
Type of Foundation	Concrete on timber piles
Contractor	Standard Bitulithic Co.
Inspector in Charge of Work	H. R. Gabriel
Bonding Company	Massachusettes Bonding & Insur.Co.
Official Starting Date	10-9-44
Work Started	9-1-44
Working days specified	70
Percent of Completion by 12/31/44	77%
Engineer's Estimate of Cost	$47,488.55
Contract Price	$41,542.66
Adjusted Contract Price	$43,030.36
Value of Work Done in 1944	$33,105.04
Value of Work to be done in 1945	$ 9,925.32

REMARKS: Bridge included in roadway contract.

Route #6 Sec. #1-F
Sta. 273+42.12

County	Bergen
Municipality	Teterboro and Little Ferry
Local Name	East Riser Ditch
Federal Aid Project No.	None
Type of Structure	Concrete box culvert
Width of Roadway on Bridge	90'-0"
Width of Sidewalk " "	2 @ 20'-0"
Length of Spans	8'-0" clear
Length of Bridge Deck on ℄ of Roadway	10'-0"
Deck Covering	Concrete
Type of Foundation	Concrete
Contractor	Ell-Dorer Contracting Co.
Inspector in Charge of Work	H. R. Gabriel
Bonding Company	American Surety Co. of N.Y.
Official Starting Date	9-5-44
Work Started	8-18-44
Working days specified	80
Date of Completion	10-18-44
Engineer's Estimate of Cost	$14,715.00
Contract Price	$ 7,861.80
Adjusted Contract Price	$7,739.09

REMARKS: Bridge included in roadway contract.

Route 24-N, Sec. 1

Sta. 215+35.64

County	Warren
Municipality	Phillipsburg
Local Name	Underpass at West bound Ramp
Federal Aid Project No.	SN-FAP-32 E(1)
Type of Structure	Concrete T Beams
Width of Roadway on Bridge	24'-0"
Width of Sidewalk " "	One @ 8'-0"
Width of Roadway Under Bridge	32'-0"
" " Sidewalk " "	Two @ 8'-0"
Length of Bridge Deck on ℄ of Roadway	58'-3"
Length of Spans	56'-6"
Deck Covering	Concrete
Type of Foundation	East Abutment Concrete West Abutment concrete on timber piles
Contractor	Fred Borlanti & Son Inc.
Inspector in Charge of Work	A. E. Lee
Bonding Company	Hardford Accident & Indemnity Co.
Official Starting Date	11-2-44
Work Started	10-19-44
Working days specified	140
Percent of Completion by 12/31/44	16%
Percent of Completion by 12/31/44	16%
Engineer's Estimate of Cost	$53,996.80
Contract Price	$52,666.28
Adjusted Contract Price	$54,277.93
Value of Work Done in 1944	$ 8,549.15
Value of Work to be done in 1945	$45,738.78

REMARKS: Bridge included in Roadway contract.

Route #24N Sec. 1

Sta. 152+81.10

County	Warren
Municipality	Lopatcong Township
Local Name	Ingersoll Rand Co. Bridge Extension
Federal Aid Project No.	SN-FAP 32-E(1)
Type of Structure	Concrete beams and slabs.
Width of Roadway on Bridge	22'-0"
Width of Sidewalk " "	4'-0"
Length of Spans	One @ 15'-1/2"; One @ 22'-10"
Length of Bridge Deck on ℄ of Roadway	44'- 4-1/2"
Deck Covering	Concrete
Type of Foundation	Concrete on rock
Contractor	Fred Berlanti & Son Inc.
Inspector in Charge of Work	A. E. Lee
Bonding Company	Hardford Accident & Indemnity Co.
Official Starting Date	11-2-44
Work Started	Not started in 1944
Working days specified	140
Engineer's Estimate of Cost	$23,236.00
Contract Price	$17,131.50
Adjusted Contract Price	$17,131.50

REMARKS: Bridge included in Roadway Contract.

BRIDGES ON ACCESS ROADS LET IN 1944.

ACCESS ROAD	LOCAL NAME	Contract Price	Adjusted Contract Price	Value of Work done in 1944	Starting Date	Date of completion
Caven Point -Claremont Terminal U.S. Army Depot.	Chapel Ave. Br. over L.V.R.R.	$27,567.00	$23,414.30	$23,414.30	8/28/44	10/9/44
Little Egg Coast Guard Station	Little Thorofare	15,624.77	15,306.90	15,306.90	5/19/44	12/7/44
" "	Little Sheepshead Cr.	22,566.97	22,384.53	22,384.53	"	"
" "	Sheepshead Creek	29,168.24	28,265.29	28,265.29	"	"
" "	Jimmies Old Creek	5,127.88 *	5,177.41	5,177.41	"	"
		$100,054.86	$94,548.43	$94,548.43		

* Supplementary Agreement

Bridge and Roadway Items were in one contract for all of the above bridges.

Access Road to Caven Point

Claremont Terminal -U.S. Army Depot.

County	Hudson
Municipality	Jersey City
Local Name	Chapel Ave. Bridge over L.V.R.R.
Federal Aid Project No.	DA-WR-18
Type of Structure	New timber deck on old spans
Width of Roadway on Bridge	21'-6"
Length of Spans	Two @ 52'-0" One @ 20'-0"
Length of Bridge Deck on ¢ of Roadway	140'-0"
Deck Covering	Bituminous Concrete on laminated Plank
Type of Foundation	Existing piers and abutments
Contractor	Franklin Contracting Co.
Inspector in Charge of Work	A. E. Lee
Bonding Company	Standard Accident Insur.Co.
Official Starting Date	8-28-44
Work Started	7-24-44
Working days specified	60
Date of Completion	10-9-44
Engineer's Estimate of Cost	$19,025.00
Contract Price	$27,567.00
Adjusted Contract Price	$23,414.30

REMARKS: Bridge and roadway items in one contract.

Bridge work consisted of new timber deck on existing spans.

Access Road to Little Egg
Coast Guard Station.

County	Ocean
Municipality	Little Egg Harbor Twp.
Local Name	Little Thorofare
Federal Aid Project No.	DA-NR-10
Type of Structure	Timber Trestle
Width of Roadway on Bridge	11'-0"
Length of Spans	15 @ 13'-0" 1 @ 20'-0"
Length of Bridge Deck on Ø of Roadway	217'-0"
Deck Covering	Wood plank
Type of Foundation	Timber piles - creosoted
Contractor	Ole Hanson
Inspector in Charge of Work	M. L. Vail
Bonding Company	Fidelity & Deposit Co. of Md.
Official Starting Date	5-19-44
Work Started	5-2-44
Working days specified	75
Date of Completion	12-7-44
Engineer's Estimate of Cost	$10,731.76
Contract Price	$15,624.77
Adjusted Contract Price	$15,306.90

REMARKS: Bridge and roadway items in one contract.

ACCESS ROAD TO LITTLE EGG COAST GUARD STATION

County	Ocean
Municipality	Little Egg Harbor Twp.
Local Name	Little Sheepshead Creek
Federal Aid Project No.	DA-NR-10
Type of Structure	Timber Trestle
Width of Roadway on Bridge	11'-0"
Length of Spans	22 @ 13'-0" 1 @ 20'-0"
Length of Bridge Deck on ℄ of Roadway	308'-0"
Deck Covering	Wood plank
Type of Foundation	Timber piles - Creosoted
Contractor	Ole Hanson
Inspector in Charge of Work	M. L. Vail
Bonding Company	Fidelity & Deposit Co. of Md.
Official Starting Date	5-19-44
Work Started	5-1-44
Working days specified	75
Date of Completion	12-7-44
Engineer's Estimate of Cost	$15,518.76
Contract Price	$22,566.97
Adjusted Contract Price	$22,384.53

REMARKS: Bridge and roadway items in one contract.

Access Road to Little Egg Coast Guard Station

County	Ocean	
Municipality	Little Egg Harbor Twp.	
Local Name	Big Sheepshead Creek	
Federal Aid Project No.	Da-NR-10	
Type of Structure	Timber trestle	
Width of Roadway on Bridge	11'-0"	
Length of Spans	32 @ 13'-0"	1 @ 20'-0"
Length of Bridge Deck on ℄ of Roadway	438'-0"	
Deck Covering	Wood plank	
Type of Foundation	Timber piles - creosoted	
Contractor	Ole Hanson	
Inspector in Charge of Work	M. L. Vail	
Bonding Company	Fidelity & Deposit Co. of Md.	
Official Starting Date	5-19-44	
Work Started	4-28-44	
Working days specified	75	
Date of Completion	12-7-44	
Engineer's Estimate of Cost	$20,276.32	
Contract Price	$29,168.24	
Adjusted Contract Price	$28,265.29	

REMARKS: Bridge and roadway items in one contract.

ACCESS ROAD TO LITTLE EGG COAST GUARD STATION

County	Ocean
Municipality	Little Egg Harbor Twp.
Local Name	Jimmies Old Creek
Federal Aid Project No.	DA-NR 10
Type of Structure	Timber trestle
Width of Roadway on Bridge	11'-0"
Length of Spans	4 @ 13'-0"
Length of Bridge Deck on C of Roadway	54'-0"
Deck Covering	Wood plank
Type of Foundation	Timber piles - creosoted
Contractor	Ole Hanson
Inspector in Charge of Work	M. L. Vail
Bonding Company	Fidelity & Deposit Co. of Md.
Official Starting Date	5-19-44
Work Started	9-27-44
Working days specified	75
Date of Completion	12-7-44
Engineer's Estimate of Cost	$5,127.88
Contract Price	$5,127.88 (Suppl.Agreement)
Adjusted Contract Price	$5,177.41

REMARKS: Bridge and roadway items in one contract.

ANNUAL REPORT

OF THE

PLANNING BUREAU

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1944

1944 ANNUAL REPORT

OF

THE HIGHWAY PLANNING BUREAU

During the year 1944 research and studies have been carried out by the Highway Planning Bureau on various matters relating to the highways of New Jersey, and the work of the Highway Planning Survey has been continued. Some of the more extensive items of the work are enumerated below.

Report on Comprehensive State Highway System

Studies were continued on the outlines of a comprehensive State highway system. The Advisory Committee on the study held eight meetings at which the various phases of the proposed system were discussed. In addition, conferences were held with members of the Department of Economic Development, County Engineers and other County officials and with other competent parties interested in the future development of the State. The opinions and advice obtained in these conferences have been of vital assistance in the determination of the proposed State highway system.

The final report on the proposed system was completed in September 1944 and submitted to the State Highway Commissioner, who, in December 1944, appointed a departmental committee to review the report.

In the report recommendations are made for a gradual expansion of the State highway system during the next twenty-five or thirty years. The report contains several pages of text; three tables of existing, legislated and proposed new routes; a map of New Jersey on which is delineated the proposed comprehensive State highway system; and 21 smaller maps showing the proposed system in each individual county. The text of the report reads as follows:

Future Highway Transportation

At the present time we are about to enter into the second period of the development of modern highway transportation. As the future welfare and prosperity of New Jersey will depend intimately on how wisely we carry out our highway work during this period, we must plan for it now so as to insure the greatest benefit to the State for generations to come.

The first period, which has extended over the last quarter of a century, was given up principally to the multiplication and improvement of the vehicles used for transportation, and to the furnishing of roads on which the vehicles could move, but on account of the phenomenal growth of traffic it was possible only to provide the bare necessities for suitable roads. The problems facing the highway engineers during that period were new to them and they had no precedent to guide their steps nor much time to ponder the solution of the problems. Nevertheless, and to their everlasting credit, they kept the traffic moving. And that is not all; they built so skilfully that all investments made for the construction, improvement and upkeep of State highways during that period already have been more than repaid in full to the users of the highways.

Much is being promised about the mechanical perfection and comfort of the motor vehicles that will travel over the highways within the next few years and, undoubtedly, the promises will be fulfilled. Less has been said about the future highways, but it is certain that they will contribute their full share to the enhancement of safety, comfort, convenience and economy of travel, providing we plan intelligently and the plans are followed wholeheartedly.

Naturally it is the desire of the people of New Jersey to have a system of highways that embodies safety, comfort, convenience and economy. The standard of living in this State has risen to such a level that the people fully realize that everything possible should be done to make traveling safe, and that it is highly important for safety and comfort to be able to travel with the peace of mind that will be present only when the mental as well as the physical strains of driving are removed. These desires can be attained by the development and use of improved engineering methods which will provide for elimination of overcrowding of highways; for suitable protection at intersections; for division of traffic streams where traffic is heavy; for safeguarding of people that walk along the roads or want to cross them; for careful planning of alignment and landscaping; for protection of the integrity of the highways; and for other necessary safeguards and improvements.

Further, it is realized by the people of New Jersey that for economy, convenience and continued prosperity they must be enabled to travel over this system of highways, not only in the limited number of directions now afforded by the present State highways, but in all directions within and through any part of the State where added and improved traffic facilities are needed. These facilities cannot be expected to be furnished by the local communities but can be obtained only by an enlargement of the State highway system.

The Need of More State Highways

From the time that construction of modern highways was initiated, and for many years thereafter, the State highways of New Jersey ranked high in comparison with those of other States. They attracted so much traffic that many of them subsequently had to be widened, and now a large proportion of our State highways have four or more lanes. In some respects, however, we are lagging grievously behind.

Most conspicuous is our want of adequate State highway mileage. This country as a whole has 10 miles of primary State highways for each 1,000 motor vehicles, whereas New Jersey has less than 1-1/2 miles for each 1,000 vehicles registered in the State. In fact, in this respect, we are at the bottom of the list.

Some of our nearest competitors to the cellar position are Massachusetts, Rhode Island and New York with approximately 2, 4 and 5 miles of State highways per 1,000 motor vehicles. In actual mileage only Rhode Island has a State highway system of less length than New Jersey's, but the area of Rhode Island is smaller than that of our three southernmost Counties - the Counties of Cape May, Cumberland and Salem.

The least that is indicated by this comparison is that we in New Jersey should look into this matter and determine to our own satisfaction whether or not we have carelessly closed our eyes to conditions that will affect adversely the future prosperity of the State. The evidence, as it stands, points to a complacent and easygoing, but dangerous neglect, resulting in a stunted development of our State highway system.

To remedy this in a rational manner and before it is too late, it is proposed in this report to enlarge the New Jersey State highway system gradually during the next 25 or 30 years, so that by the end of that time there will be about 3 miles instead of the present 1-1/2 miles of State highways per 1,000 motor vehicles, assuming a modest increase of about 33 percent in registration at the end of that period.

The proposed increment may seem rather insignificant in light of the size of the State highway systems elsewhere. However, in actual mileage it will more than double our present system and, on account of the general adequacy of our local roads, it will be sufficient to serve its purpose.

This proposal is not made in an attempt to emulate the accomplishments of other States, as each one of them is confronted with internal conditions that determine its highway needs. It is made because it is actually a matter of life or death to the future economic and social welfare of New Jersey.

In the United States open competition has been one of the principal factors in developing the high standard of living we now enjoy, and competition will continue in the future. The State that furnishes the most desirable facilities for future developments will attract new capital and new citizens. Increase of population and of capital will add to its prosperity, will enhance the tax incomes of the State as well as of its municipalities and will lighten the financial burden of its people. One of the most important of these desirable facilities is an adequate highway system.

During the last quarter of a century the population of New Jersey has increased 45 percent and hundreds of new industries have been established in the State, adding greatly to its aggregate wealth. This has been due in part to the favorable geographical location of New Jersey, but largely to the intelligent foresight of its people at the beginning of that period, producing at the critical time a State highway system which then was unequalled by other States and which made possible economical and rapid transportation of people and commodities where this was most needed at that time. The establishment of this State highway system has been a prime factor in the development of New Jersey since those days, - but we cannot forever prosper on past performance.

The standard of living has increased rapidly during the last 25 years. It is difficult for young people at the present time to realize that many of the things they now consider common necessities were unknown or costly luxuries to their parents when they were young. Good highway systems have largely been responsible for this increase in the standard of living.

The standard of living will continue to increase for years to come. Many more things, still unknown or only dimly visualized by a few, which will make this world more pleasant and safer to live in, will be among the necessities of tomorrow, provided we have at least a measure of the foresight our parents had and make ready to receive them.

A rise in the standard of living presupposes adequate means of transportation. Otherwise the rise will be slow, uncertain and perhaps impossible.

Usually, in places with inadequate means of transportation, the material standard of living is low, partly because it is too expensive to furnish them with the facilities that make for a higher standard of living, and partly because the people in such places, on account of the deficient means of transportation, do not earn enough to make it possible for them to acquire these facilities.

For adequate communication we must have a system of highways which will insure safe, rapid and economical transportation of people and commodities from door to door throughout the State. Unless we have a highway system that will enable us to meet any competition and ensure a continued rise of our standard of living, the economic and social conditions of New Jersey will stagnate and subsequently deteriorate.

Location of New Routes

The task of furnishing and maintaining the highways of New Jersey is now divided between the State and its political subdivisions. Although no specific rules as to how this division is to be made have been laid down either by the legislature or by other competent authorities, it is evident that the general policy is that the counties, townships or other municipalities shall take care of the roads needed for local traffic as well as other traffic when this is not too heavy; and that eventually the State shall be responsible for the provision and maintenance of adequate traffic facilities where the financial burden thereof is too great for the local people, either because the non-local traffic is too heavy, or because the locality is undeveloped, or for other valid reasons.

This policy is sound, but it has not been applied to its full extent. So far, the State has not taken over its full share of highways nor signified its intent to do so. In this report are outlined the routes which according to this policy fall within the sphere of the State and should form part of a comprehensive State highway system.

The basic principle used in outlining the routes of the comprehensive State highway system is quite simple. It has been to include in the system routes that will assist people in all parts of the State to travel from where they are to where they want to go by the shortest route practicable, without undue delays and without undue burden on the local finances. Consequently, the new routes are laid out so as to connect centers of population and county seats; to relieve overburdened roads; to connect with the highway systems of other States; to provide access to places of recreation and of scenic beauty; and to open new roads through parts of New Jersey as yet undeveloped on account of inadequate highway facilities.

[illegible]

[illegible]

[illegible] means of transportation, the [illegible]

[illegible] lities from door to door throughout the State. Unless we have a highway system that will [illegible]

[illegible]

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Within the last few years a traffic survey has been made throughout New Jersey, and the average daily traffic has been determined on practically every road in the State, excepting local streets within urban areas. By plotting these average daily traffic figures on a large scale map of the State, the essential means were provided to determine the regional traffic trends as well as the specific routes on which the traffic is unduly heavy. The knowledge obtained in this manner is one of the principal bases on which the proposed comprehensive State highway system has been laid out within the parts of the State where the traffic trends are well developed at the present time. Outside of these areas State highway routes have been proposed, that will serve the minimum needs for access to the undeveloped parts of New Jersey and furnish the basis for their planned development.

The comprehensive State highway system may be progressively constructed during the next 25 or 30 years, or as rapidly as conditions will require or permit. It should be borne in mind, however, that if it is delayed too long, it will have a withering effect on the welfare of the State of New Jersey.

The planning and outlining at the present time of the comprehensive State highway system will make it possible in the future to pre-determine on a rational basis the routes that should be built each consecutive year according to the needs and to the funds available, and will assist the county authorities in preparing for their future highway improvements.

When completed, the proposed State highway system may be expected to serve adequately the needs of the State for many years thereafter without any additional new construction, except, of course, where unforeseen future developments may warrant additional roads.

It has been said above that the proposed new State highways are needed for the future economic and social welfare of the State. This does not imply that the cost of providing these State highways must be considered as a sort of insurance premium or a ransom which must be paid to secure this welfare. On the contrary, the construction of new State highways will be an excellent investment, not only for the State but for the people of the State, and it will pay satisfactory dividends.

The dividends to the individual car owner will be measured in the reduced cost of transportation. His bills for gasoline, oil, tires and repairs will be reduced, and the travel time he saves has a definite money value. To the State and to its local government bodies the dividends will be paid in the form of increased tax returns created by enhanced property values. The taxpayers will benefit because the increased tax returns will decrease his share of the total tax.

Many of the present State highways were built at a time when the immediate need for them was so great that their stark utility was the primary and almost sole consideration given to them. This was entirely justified, because the welfare of the State was in jeopardy. If they had not been built at that time, the standard of living in New Jersey would be below that we now enjoy.

During the past years we have learned much about road building. We know now a good deal more about how to make a road so that riding on it will be smooth, swift, safe and pleasant to the eye. We have already started to apply this added knowledge, and on roads yet to be built it will be applied in increasingly fuller measures. This applies not only to roads in the open country but equally well to State highways in urban areas.

In the earlier days State highways were frequently located so as to occupy the main street of smaller towns but this was found to be unwise. The more recent conception of the advantageous location for a State highway through an urban area is somewhere outside of the main business district, but close enough to it for convenient access. For this reason, some of the new routes proposed are by-passes of the business districts in smaller towns.

The densely built up areas in Northern New Jersey as well as in the Camden and Trenton districts are badly in need of new State highways. These highways also, of course, should by-pass the principal business centers but should be close to them. However, in selecting a State highway route through a densely built up area, it must be kept in mind that it is of no material benefit to the traveling public that the State takes over a city street and calls it a State highway, even though some improvements are made. Essentially, the congestion and the traffic delays remain as they were.

The furnishing of travel facilities on city streets involves a number of complex, but generally purely local problems, such as provision of parking spaces, traffic signals, one-way streets, policing, directing traffic and many others, all of which are under direct control of the local municipal government. City streets, therefore, should as a general rule be kept entirely in the hands of the local government and should not be used for State highways.

During the last few years it has been more and more appreciated that the pleasing appearance of a highway is important to the comfort and safety of driving, and progress in this direction has been made by removing from the sides of the highways unsightly and dangerous objects, ranging from automobile dumps to confusing advertising signs. Progress has been made also by landscaping of the highway right-of-way, and the parkway type of highway has been developed and found desirable. By the parkway type is understood here a highway on a right-of-way wide enough to permit proper landscaping and the banishment of unsightly objects from its immediate vicinity.

The term Parkway is now generally used to describe a road of the parkway type when open solely for passenger automobiles, and the term Freeway when all kinds of motor vehicles are permitted on the road. As used here both Parkways and Freeways are included under the term Parkway type.

In this report recommendations have been made to build certain highways of the parkway type. These include scenic routes, through routes and routes through heavily populated areas. The intention is not, however, that this type of highway should be limited to these specific routes. As time goes on the desire for roads of the parkway type will increase, and more and more new routes will be built to conform to its pleasing aspects. Generally speaking, a parkway type highway will necessarily preclude free access by vehicles from adjacent property; otherwise the integrity of the landscaping would be impaired. The parkway type highway, therefore, should be also a limited access highway.

A limited access highway is a road which may be lawfully entered or left only by means of access roads provided at such intervals as the traffic trends will warrant. Its purpose is principally to preserve life and limb on heavily traveled roads, and it will further serve to protect the scenery on a highway of the parkway type.

Under the present laws limited access highways may not be constructed in New Jersey. As they have been much needed for some time it is now necessary to attempt by indirect means, which conform to the letter of the law, to attain the safety of travel comparable with that on a limited access road. A clear cut legal right to build limited access roads in the State of New Jersey will enhance the future welfare of its people and will save the State large expenditures of money.

For mental and physical comfort as well as for safety of travel, future State highways should have not more than 4 traffic lanes (2 in each direction), except where incidentally needed for short lengths or where special provisions are made to avoid the hazards inherent to travel on roads having more than two adjacent lanes in the same direction.

Outline of New Routes

The geographical and physical characteristics of New Jersey vary greatly throughout the State from the mountainous regions in the northwest to the flat pine barrens in the southeast, and from the highly urban places westerly of the Hudson River to the agricultural districts easterly of the Delaware River, and the State highway needs vary with these characteristics. For convenience of description, therefore, the State in the following has been divided into areas, within each of which the characteristics are fairly uniform and the highway needs of each are considered separately.

Mountain Area. The distinguishing features of the northernmost part of New Jersey, covering Sussex County and the northerly portion of the Counties of Warren, Morris and Passaic, are a series of mountain chains, separated by fertile valleys and running generally from the northeast to the southwest. The whole of this area is dotted with lakes fed by mountain streams and is ideal for vacation purposes. In actual distance much of it is within easy reach of metropolitan New Jersey, but has remained only partly developed on account of want of adequate means of transportation. When these are furnished, this area undoubtedly will provide not only much needed facilities for recreation, but will be found increasingly desirable for homes and farms that will be within convenient reach of the metropolitan area.

Owing to the formation of the terrain it is usually easier to find suitable locations for highways running from the northeast to the southwest, than it is in any other direction. Although there are a few gaps in the mountain ranges, through which roads can be built, the crossing from north to south will generally involve detours or rather heavy grades, but these may often be alleviated by judicious use of tunnels which will straighten the alignment, reduce the grades and diminish the marring scars in the landscape caused by the heavy cuts that otherwise might be needed for the construction of the highway.

Many of the State highways proposed within this area are through undeveloped country. They include the "Delaware River Drive" which will follow the course of the Delaware River for one hundred miles from the northernmost part of the State through the Counties of Sussex, Warren, Hunterdon and Mercer to the City of Trenton. On account of the natural scenic advantages along this route this road will by proper alignment and landscaping become one of the most famous and attractive drives in the country.

New State highways are proposed through or past the many State parks and forests found within this area, including High Point Park, Stokes State Forests, Swartswood State Park and Jenny Jump State Forests, so that the people of the State may be able to enjoy more fully these valuable properties they possess.

The eastern part of this district, within which are Greenwood Lake, Lake Hopatcong and many other lakes, has shown remarkable development although scantily provided with State highways at the present time. The reason is that, while being near the metropolitan area, nature has generously provided it with all the things desirable for recreational purposes. There are mountains, hills, woods, streams and lakes in abundance, and the climate is healthy and invigorating. Although there are many permanent homes, a large part of the traffic within this area is caused by visitors who come to spend days, weeks or months in the health-giving atmosphere, not only in the summer months, but also when the lakes are frozen and the hillsides are covered with snow. Throughout this part traffic is heavy and present traffic trends indicate the need of additional State highways.

Suburban Area. As here understood the Suburban area includes the greater part of Morris County, the central part of Passaic County, the northeasterly part of Somerset County and the westerly parts of the Counties of Union, Essex and Bergen. Within this area are Morristown, Summit, Caldwell, Boonton, Butler and many other municipalities, the population of which is largely commuting to the metropolitan district of New Jersey and to New York.

This area is doubly in need of adequate State highways; first, because all traffic from the metropolitan district to the outlying places must pass through it to reach its destination and, second, because the population within it is large and very mobile on account of its commuting characteristics.

With few exceptions, the proposed new State highways within this area follow routes along which the present traffic trends show the need of new State highways. The exceptions are made where no proper roads are found at present on account of the difficulties of the terrain but where they evidently are needed, as for example between Morristown and Plainfield.

Metropolitan District. The Metropolitan District covers all of Hudson County the greater part of Bergen County and the easterly parts of the Counties of Passaic, Essex and Union. These five counties have within their borders five-eighths of the total population of New Jersey, but only one-eighth of the mileage of its State highways.

In this connection it is worth noting that there is a material difference in the traveling habits of people living in rural and urban areas. The three most rural counties in the State are Hunterdon, Sussex and Salem, and in these three counties, there is an average of 2.8 people for each motor vehicle registered, while in the three most urban counties of Union, Hudson and Essex, there are 4.3. In other words, there are 50 percent more motor vehicles per unit of population in the rural than in the urban areas. This is partly due to presence of other convenient means of transportation within the urban zones, and partly to the traffic conditions which make the streets so congested that little may be gained by using a privately owned car for transportation. This difference in travel habits compensates slightly for the small mileage of State highways in the metropolitan district, but, unfortunately, this habit may not be voluntary.

Undoubtedly, the principal reason why there is no more State highway mileage in the metropolitan district is that the cost of providing State highways is great through densely built up areas. Nevertheless, if the metropolitan district is to continue to thrive and prosper, it is essential to build through it adequate State highways, and the longer it is delayed the more it will cost, unless in the meantime the area has deteriorated from want of proper lines of communication. Evidence of deterioration is already appearing, as indicated by the diminishing size of the population within several of its communities. From 1930 to 1940 the aggregate population of Elizabeth, Hoboken, Irvington, Jersey City, Newark, Passaic and Union City, in which lives more than one-quarter of the people of the State, decreased nearly 5 percent, whereas the population in the remaining parts of the State increased 6 percent.

To maintain the free flow of traffic on State highways through cities and towns with crossing streets at short intervals, the State highways must be carried above or below the streets, except where connections are to be made for interchange of traffic. Whether the highway should be above or below the street level will largely be determined by the contour of the area transversed.

In the opinion of many people a highway carried through an urban area on an embankment is not only an eyesore but forms a wall dividing the community. Undoubtedly this opinion is based on previous experience from some existing railroad and highway embankments, which admittedly do not add to the beauty of the landscape. These embankments were built at a time when the now steadily increasing esthetic sense of the communities had not yet been fully developed. With the continual rise in our standard of living however, we now are beginning to realize that utility is not the only factor to be considered in the planning and construction of highways, and we have found means to make them not merely useful but also pleasing to the eye. By proper alignment, proportioning and landscaping a highway on an embankment can be made to blend pleasantly with its surroundings (see Fig. No. 3).

A highway carried through a city below the street level can even better be made to conform esthetically to its surroundings, and it has the additional advantage of minimizing the objection that it divides the communities through which it passes. It may involve additional engineering problems of drainage and of rearrangement of sewers, conduits and mains, but generally these problems may be readily solved.

When carried below the street level, the open cut through which it passes may be made with suitable side slopes, properly landscaped with grass, vines, shrubbery and trees, (see Fig. No. 1) or it can be enclosed between retaining walls. The latter has usually the advantages of decreasing the width of the right-of-way needed for the highway, resulting in lessened loss of ratables to the communities, and of reducing materially the length of the bridges carrying the streets across the open cut. However, it may not be so pleasant for the occupants of the vehicles on the highway to drive perhaps several miles between two high walls, unless there is something present that will relieve the monotony. This can be provided by terracing the walls and landscaping with suitable planting and pleasing architectural effects, as shown in Fig. No. 2.

As a broad and busy highway, on account of the density of its traffic, is likely to form a line of cleavage through a community, whether it be below, on or above the street level, the proposed new highways should follow as far as possible the boundary lines between the individual municipalities through which they pass so as to cause as little as possible division of the communities.

The proposed new highways through the densely populated areas are not meant for local travel, but their function is to facilitate travel from, to and through these areas. They are meant to relieve the city streets of traffic destined beyond any immediate vicinity and to permit this traffic greater freedom and comfort of movement. For this reason connections between the highways and the street systems should be as infrequent as proper traffic interchange will permit.

Specific mention may be made of the legislated Route No. 100, which is described to extend from the George Washington Bridge to the Raritan River. As outlined on the maps accompanying this report it follows generally the shore line of the Hudson River and the Upper Bay from a point near the George Washington Bridge to the southerly end of Bayonne, where it crosses the Newark Bay and continues southerly to connection with Route No. 4 at or near Woodbridge.

At the northerly end, however, an alternative location may make use of the present Route No. S-1; and at Bayonne it is worth considering the alternative possibility of omitting the Newark Bay crossing, using instead the present Bayonne Bridge to Staten Island and the Goethal's Bridge from Staten Island to Union County.

Raritan River Area. A heavy colume of traffic moves continually between the metropolitan area and the northerly part of the beaches along the Atlantic coast, crossing on its way the Raritan River. For a large part of this traffic the shortest route is that through Perth Amboy, and at times this route is greatly congested. A glance at a map will show that this route is the shortest only because of the geographical outline of New Jersey. The Raritan Bay and contiguous waters cut deeply into the mainland of New Jersey and part of this large bay is occupied by Staten Island which is New York territory. It is evident that a shorter and more direct route could be obtained by interstate highways across Staten Island and the Raritan Bay.

[illegible]

[illegible] on account of the density of its [illegible] it is likely to take a form of [illegible] through a community [illegible] the freeway and expressway [illegible] as little as possible division of the community.

The proposed new highways through the densely populated areas [illegible] travel, but their function is to facilitate travel from, to and through these areas. They are meant to relieve the city streets of traffic destined beyond any immediate vicinity and to permit this traffic greater freedom and comfort of movement. For this reason connections between the highways and the street system should be as infrequent as proper traffic [illegible] will permit.

Specific mention may be made of the Interstate Route No. 100, which is described to extend from the George Washington Bridge to the Raritan River. As outlined on the maps accompanying this report it follows generally the [illegible] and continues southerly to connection with Route No. [illegible] bridge.

At the northerly end, however, an alternative location may be made of the present Route No. [illegible]; and at Bayonne it is worth considering the alternative possibility of omitting the [illegible] present Bayonne Bridge to Staten Island and the [illegible]

[illegible] A heavy volume of [illegible] metropolitan area and the northerly part of the [illegible] route is presently congested. [illegible] the shortest only because of the [illegible] Raritan Bay and conditions [illegible] and part of this large bay is occupied [illegible] territory. It is possible that [illegible] obtained by interstate highways across [illegible]

It is proposed, therefore, in this report, in cooperation with the State of New York and the City of New York, to construct a highway system across Staten Island and a new bridge connection between a point on the southeasterly side of Staten Island and a point in Monmouth County near Union Beach. The highway system on Staten Island should include connections to the present three bridges between Staten Island and New Jersey and to the proposed Narrows Tunnel to Brooklyn as well as to the proposed new bridge across Raritan Bay. It is evident that with these interstate facilities the traffic conditions in this area will be materially improved and that the improvement would benefit the people of New York as well as New Jersey. To make full use of the improvement the toll charges on the present Staten Island Bridges should be removed.

Atlantic Coast Area. The Atlantic Coast area covers the more than 120 miles long strip of land adjacent to the Atlantic Ocean extending from the Raritan Bay through the Counties of Monmouth, Ocean, Atlantic and Cape May to the Delaware Bay. This district is reasonably well provided with north-south routes, many of them being some distance inshore, but some may be in need of improvements to conform to present day traffic and standards, and relief routes have been proposed where traffic is likely to be heavy.

No new State highways have been proposed along the beachfronts, where they eventually would destroy the recreational value of the beaches. Instead, lateral highways are proposed providing access between the State highway system and the beaches, and some of these laterals extend across the State where present traffic trends indicate their need. Included among these is a highway from Atlantic City to Route No. 40 easterly of Camden, following approximately the course of the Mullica River and providing a relief route between Camden and Atlantic City. In addition, a north-south highway is proposed, connecting by a short and direct route the Metropolitan district and the shorefront from Atlantic City southward.

Pine Area. Westerly of the shore approximately from Lakehurst southerly through the Counties of Ocean, Burlington, Atlantic and Cumberland to near the Delaware Bay, there is a broad belt of land, covered with pine, scrub oak, laurel and other plants, which is unsuitable or unprofitable for farming. Many streams, bogs and swamps are found in this area, which contains everything that a hunter or fisherman may desire. Several State Forests, including Lebanon, Penn, Bass River, Green Bank, Lower Bank and Belle Plains State Forests are within this area, but few are the highways that pass through it. Several new State highways are proposed through this district, not only to make it more accessible, but to provide connections between points outside its limits, now widely separated by the scarcity of roads within this area.

Camden District. Owing to its close proximity to the heart of Philadelphia, and to the presence of the Camden Bridge, not only the City of Camden, but a rather extensive area around this city has become highly urban in character. The normal local traffic across the bridge is quite heavy and is greatly augmented by seasonal traffic passing across the bridge and through the Camden urban area to the seashore. At the same time there is a continual and large traffic passing through, to or from this area along the present highways paralleling the Delaware River. The result is that not only the highways but also the urban streets are often or even constantly congested.

To relieve these conditions several new State highways are proposed within this area, not only to provide suitable access to the bridge but also to the business districts of the city. In order to secure proper relief none of these new State highways should follow present streets except incidentally, and some of them should be carried above the street level.

The construction of a highway tunnel by an interstate corporation or authority is contemplated across the Delaware River between the southerly part of Philadelphia and a point in Gloucester County easterly of Mantua Creek. When this is built it will provide some relief to the traffic on the Camden Bridge and connecting roads. Necessary connections are proposed between the tunnel approach and the State highway system, and several of these have already been authorized by the legislature.

Trenton Area. As Trenton is the State Capital as well as one of the principal industrial centers of New Jersey, the streets of this city carry a heavy traffic, and superimposed on this is the additional traffic that passes through the city because it lies on the direct line between New York and Philadelphia. When the streets of Trenton were originally laid out this heavy traffic was not contemplated, and the result is heavy congestion in many of the streets.

For this reason several new State highways are proposed within the Trenton area, which will provide suitable facilities for those who desire to enter or leave the city as well as convenient by-passes for those that want to travel beyond its limits.

One of the routes proposed in Trenton is the extension of the Delaware River Drive along the Delaware River to Bridge Street. This route may follow either the bed of the Delaware and Raritan Canal feeder or that of Sanhican Creek, or it may follow both waterways with northbound traffic along the one and southbound traffic along the other. The most satisfactory arrangement can be made only after detailed surveys are made.

For several years discussion has been in progress regarding a new highway bridge across the Delaware River at some point between Trenton and Washington Crossing, but no definite location has as yet been decided upon. The new highways proposed in this report are arranged so that suitable connection can be made at any point that may be adopted for the site of the bridge.

Agricultural Area. The portion of New Jersey from the southern part of Warren County to Delaware Bay and from the Delaware River to from 20 to 40 miles easterly thereof is agricultural in character. In addition to the larger urban communities of Trenton and Camden, there are many smaller urban places within this area, several of which have extensive industrial development. Throughout this area there is considerable traffic and, usually, the trends are well developed. New State highways within this area are proposed where their need is indicated by these trends.

A trunk route, which should be of the limited access parkway type, leading from the metropolitan area in the northern part of the State through the Counties of Union, Middlesex, Monmouth, Mercer, Burlington, Camden, Gloucester and Salem to Pennsville, is included among the proposed routes that pass through this area. The southernmost Delaware River crossing for vehicular traffic is at Pennsville, and from this point northward, this trunk highway will intercept other State highways serving Delaware River crossings

It [illegible]

The [illegible]

Trenton Area. As Trenton is the State Capital as well as one of the principal manufacturing centers of the State, [illegible] this city [illegible] traffic [illegible] between New York and Philadelphia. When the streets of Trenton were originally laid out this heavy traffic was not contemplated, and the result is heavy congestion in many of the streets.

For this reason several new State highways are proposed within the Trenton area, which will provide suitable facilities for those who desire to enter or leave the city as well as [illegible] for those [illegible] beyond its limits.

One of the routes proposed for Trenton is the [illegible] along the Delaware River to [illegible] Street. This route may follow either the bed of the Delaware and Raritan Canal feeder or that of Assunpink Creek, or it may follow both, [illegible] traffic along the [illegible]. The most satisfactory arrangement can be made only after detailed surveys are made.

For several years there has been [illegible] a new highway bridge across the Delaware River at some point between Trenton and Washington Crossing, but no definite location has as yet been decided upon. The new highways proposed in this report are arranged so that suitable connection can be made to any point that may be adopted for the site of the bridge.

Agricultural Area. The portion of New Jersey from the [illegible] part of [illegible] the Delaware River at [illegible] agricultural [illegible] larger urban communities of Trenton and [illegible] farms, several of which have extensive [illegible] where their [illegible]

A [illegible] leading from the [illegible] center and [illegible] highway will [illegible] and will provide a rapid, safe and pleasant line of communication between the northerly and southwesterly parts of New Jersey.

Length of Proposed State Highway System

The authorization for taking over a present road for State highway purposes or for the construction of a State highway on a new location is procured by a legislative act and the Legislated State Highway System covers the routes enacted by New Jersey State Legislature and described in the Revised Statutes of 1937 or in subsequent statutes. Altogether, the length of the legislated system is about 2,348 miles. Of these, about 1,687 miles are in operation or under construction and the remaining 661 miles have not yet been taken over. In details, the present status of the legislated system is described in Table No. 9.

Most of the legislated routes are identified by route numbers in the Statutes, but in a few cases more than one route bear the same number, and some have not yet been numbered. For convenience of identification in this report, a letter has been added to the number when this is duplicated, and arbitrary numbers have been assigned to the unnumbered routes.

It is to the credit of the New Jersey State Legislature that, to all intents and purposes, the legislated State highways not yet built have been selected wisely, and it is recommended in this report to include in the Comprehensive State Highway System 596 miles or about 90 percent of the legislated routes not yet taken over. Those omitted are largely duplications of other legislated routes. Detailed recommendations are shown in Table No. 10.

It is further proposed to include in the Comprehensive State Highway System additional routes not yet legislated, having a total length of approximately 1,601 miles. These new routes, as well as the above mentioned 596 miles of legislated routes not yet built, are described in Table No. 11. In addition to the routes tabulated, portions of present State highways may be relocated incidental to their improvement.

As some of the proposed new routes will serve traffic needs that are now inadequately provided for by portions of the present State highways, there will be about 151 miles of these highways which may be superseded as the new routes are constructed.

The total estimated length of the Comprehensive State Highway System as presented in this report is then:

Present State Highway System........................	1,687	miles
Proposed legislated routes not yet built...........	596	"
Proposed new routes not legislated.................	1,601	"
Total....................	3,884	miles
Deduct superseded routes...........................	151	"
Length of completed system.........................	3,733	miles

Maps

Accompanying this report is a folded map covering the whole State and individual maps of each County. On these maps the present State highway routes are shown in solid lines; legislated routes not yet built, but recommended to be included in the comprehensive State highway

system are shown in short dash lines; and proposed new routes not legislated are shown in long dash lines. Present State highways which may be superseded are shown in light solid lines and legislated routes not built and omitted from the comprehensive system are shown in light dash lines.

Until detailed surveys are made the exact location of a proposed new route cannot be determined, nor can it be established whether it will follow a present highway or a new alignment. The position of any new route shown on the maps, therefore, is general only, and does not indicate an exact location. The detailed surveys of a route usually are made just prior to the time that the construction work on the route is about to begin.

Estimate of Cost

Based on present day unit costs and designs, the total cost of furnishing the 2,197 miles of new State highways complete, including right-of-way, bridges, grade separations, landscaping and all other appurtenances is estimated at approximately $750,000,000.

Divided over a 30-year period, this would mean an average annual expenditure of about $25,000,000.

If the present State tax per unit of gasoline and the present registration fee per unit of vehicles remain unchanged during the 30-year period, the average annual income to the State derived from operation of motor vehicles may be expected to amount to $55,000,000, or twice the money needed to furnish the proposed new State highways.

Interregional Highways

Early this year was published a report of the National Interregional Highway Committee of the Federal Works Agency, outlining and recommending a national system of Interregional Highways. In this report three routes of the system are indicated crossing the State of New Jersey. All three enter New Jersey across the Hudson River and one leads to Philadelphia, another to Harrisburg and the third to Scranton. The routes proposed for the Comprehensive State Highway System will readily conform with the routes outlined for the National Interregional Highway System.

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(End of Report)

Report on Proposed Ship Canal

A study was made of the consequences of the proposed ship canal across New Jersey between the Delaware River and the Raritan River to the highways of New Jersey and to other matters of public concern. Several conferences on this matter were held with the State Chamber of Commerce and other interested agencies.

A report on this study, dated September 19, 1944, was submitted to the State Highway Commissioner. The report indicates that the ship canal would be detrimental to the highway systems of the State, and that more study should be given to spoil disposal. An alternative route is suggested, which may be built with but little additional interference with the highways and which will not involve a serious problem of spoil disposal. This route follows the present inland waterway from Cape May to Bay Head, and it is proposed to extend the ship canal from there northward to the southerly end of Sandy Hook by construction of a suitable breakwater about one mile offshore.

Origin and Destination Surveys

An Origin and Destination survey is a survey made for the purpose of determining from where, to where and to what extent people travel and commodities are transported. Specifically, it applies here to travel and transportation on highways. The purpose is to obtain information of travel trends, so that highways may be located or improved where they will be of greatest service to the public.

Studies have been made of the need of an Origin and Destination survey in the urban area approximately extending from Paterson southerly to the Union-Middlesex county line and from the Hackensack Meadows westerly to the Orange mountains. Many conferences have been held with officials of the Public Roads Administration, the Port of New York Authority, the State Department of Economic Development, the Central Planning Board of Newark, as well as County officials and engineers of the Counties and the State Highway Department. On the basis of these studies and conferences, a report was submitted to the State Highway Commissioner on the advisability of carrying out the survey.

Federal Aid Secondary System

Apart from the work of outlining the Federal Aid Secondary System as described hereafter under the work of the Highway Planning Survey, the tentative routes of the secondary systems in each county have been submitted through the Supervisor of State Aid Projects to the respective county officials, and many conferences have been held on this subject with him and with officials of the counties and the Public Roads Administration.

State and Federal Aid to Counties

As increased State Aid to highly urban counties evidently is needed, and as it is most desirable to insure full use of Federal funds apportioned to New Jersey for Secondary Roads, a study has been made of a rational method of obtaining these ends, and a report on this matter has been submitted to the State Highway Commissioner.

Highway Planning Survey

Purpose. The Highway Planning Survey was organized in 1939 and is financed partly by the State and partly by the Public Roads Administration, which guides the activities of the Survey so as to coordinate them with the Planning Surveys of other States. Until March 1943 the Survey was a branch of the Construction Division of the State Highway Department. Since then it has formed part of the Highway Planning Bureau.

The Highway Planning Survey is essentially a fact finding organization which investigates, assembles, records and digests matters pertaining to the highways of New Jersey. Its activities are comprehensive, ranging from preparation of maps to weighing of trucks and from assembling of data of municipal highway expenditures to investigations of the length of life of pavements. Its purpose is to provide data for a rational and economic development of the State, County and Township highway systems of New Jersey. Originally the scope of the Survey was limited mainly to matters pertaining to rural highways and their urban extensions, but lately there has been a trend to include also roads and streets in urban areas.

Personnel. The Highway Planning Survey is headed by the Engineer-in-Charge, who carries out his work under the direction of the Chief of the Highway Planning Bureau. The personnel is partly engineering and partly clerical and its number averaged 26 during 1944. However, 6 of these were on military leave and 2 on leave of absence, reducing the net working force to 18. Of these, 14 are in the Newark office and 4 in Trenton. In normal times the number of the personnel has been about 50 and should reach that figure again after the war. In the meantime, during the year approval was obtained to increase the force by 2 clerks, 1 typist and 3 draftsmen, but it was found impossible during the year to obtain any of these on account of higher salaries being offered elsewhere.

Financial. During the year, with the approval of the State Highway Commissioner and the Public Roads Administration, the sum of $133,000 in matched Federal Aid and State monies was apportioned to carry out the Planning Survey for a period ending June 30, 1945.

As the Public Roads Administration is a participant in the cost of the Survey, monthly reports on Status of Funds (Report No. 51) and 4 vouchers (P. R. 20) for reimbursement of funds were submitted during the year to the Public Roads Administration. For some years there has been a difference of opinion as to whether certain charges were payable by the Public Roads Administration under their rules. For this reason the four vouchers covered all the controversial charges so as to obtain a formal decision. However, the decision had not been made by the end of 1944.

Prints of some of the maps prepared by the Planning Survey are made available to public bodies and others at a nominal price, covering the cost of printing, handling and postage. Altogether, the sum of $980 was received for such maps during the year 1944.

Mapping. Some years ago the preparation was commenced of maps of each county in New Jersey. These maps show boundaries, rivers, lakes, highways, railroads, bridges, towns and other pertinent features and are called the Base Maps. These maps distinguish State highways from other roads and show the numbering of State and County roads. They were made from material assembled from various sources, including the maps of the New Jersey Department of Conservation and Development, information received from County engineers, aerial photographs, actual field surveys and other sources. The maps of the 21 counties are made in 101 separate sheets, exclusive of 6 supplementary sheets showing enlargements of certain areas. The scale of the map is 4 inches to the mile and when assembled the map of the entire State would cover an area about 56 feet long and 30 feet wide. The map sheets have been reproduced to the scale of 2 inches to the mile, which is of sufficient and more convenient size for general purposes.

When the preparation of the base maps of a county was completed, they were sent to the Public Roads Administration for checking and approval. During 1944 the approval was completed for the whole series of base maps.

The base maps form the foundation for another series of maps, called the General Highway Maps. In addition to the features shown on the base maps, these maps show the type of pavement on each road and the distances between important road intersections. During the year 1944 the preparation of most of the General Highway Maps was completed and several of them were sent to the Public Roads Administration for checking and approval.

The base maps are used also as the foundation for a series of maps showing the average daily traffic on rural highways and their urban extensions. This series was completed prior to the beginning of 1944. The traffic figures shown on these maps refer to counts made about 1940. A recount is due and is contemplated to be made as soon as conditions will permit.

During the year progress has been made on the preparation of a map of New Jersey to the scale of one-half inch to the mile. This map will be about 8 feet long and 4 feet wide. When completed this map will show about the same features as those shown on the General Highway Map mentioned above. This map will be of convenient size for general reference, and in reduced size may form the basis for future road maps for general distribution.

For the purpose of a report small county maps were prepared during the year by pantographing and drafting. A map showing a study of an enlarged State highway system also was completed for the same report.

Road Inventory. By Road Inventory is understood the preparation of a record of physical characteristics of the highways of New Jersey. The characteristics include graded width of highways, width of pavement, type of pavement, curvature, sight distance railroad crossings, buildings adjacent to highways and other pertinent features. These records are transferred to punch cards so that information may be obtained when needed on specific characteristics on a certain road, in a certain district or of a certain character.

Although the field inventory has not been completed, no field work has been done during the year on account of lack of personnel and shortage of gasoline. However, office work has been in progress, particularly in connection with railroad grade crossings.

Traffic. In 1940 traffic counts were made on all rural roads and their principal extensions within urban areas. These counts should be repeated as soon as conditions will permit, and they should be extended so as to cover at least the more important streets in urban areas.

Loadometer Tests. Loadometer tests involve the stopping, weighing and measuring of trucks traveling on the road. These tests have now been made four times (1940, 1942, 1943 and 1944). In 1940 five locations for these tests were selected in the northern part of the State and five in the southern part, and the same locations have been used during the subsequent years. Generally the tests have been made in the early part of August. During the test period all trucks, loaded and empty, passing the test station are stopped and weighed by driving first the right front wheel and subsequently the right rear wheel or wheels onto a portable scale, and recording the loads indicated

on the scale. The loads on the wheels on the left side of the truck are not measured, because they are generally close to being the same as those on the right side. In 1944 a total of 1,422 trucks were weighed and measured and the records were tabulated. Altogether 10 different tabulations are made of the recorded data.

Road Use. For the purpose of obtaining records of the actual travel made by individual motor vehicles throughout the year, the assistance of school pupils was invoked in the year 1940. Representatives of the Planning Survey visited schools throughout the State and gave lectures for the purpose of enlisting the pupils in a state-wide survey. The result was that some 60,000 individual records were received. Subsequently, when time has been available, these records have been examined, coded, punched and recorded. Partial records indicate that the average length of an automobile trip in New Jersey is 17.6 miles. The study is being continued whenever personnel therefor is available.

Similar records on bus travel has been obtained from the bus operating concerns and are being tabulated, coded, punched and recorded whenever personnel is available therefor. By the end of 1940 about 25 percent of this work had been completed.

Road Life. Although "Road Life" is the accepted term for this work, it covers a wider scope. It involves the determination of all improvement work done on State highways and other State roads, the location and kind of work done, and the cost thereof from the year 1919 to the present date. The work is in progress and at the end of 1944 practically all road work previous to 1941 had been tabulated.

Local Mileage Statistics. Local Mileage Statistics involves recording of changes periodically made in the mileage and pavement type of local roads in the 567 municipalities throughout the State. It has been attempted to obtain this information by correspondence with or visits to all the individual municipalities, but the results generally have been so incomplete that no attempts have been made to gather the information during 1944. However, when more personnel is available, new methods will be tried for obtaining the records.

Local Highway Financial Statistics. Records of revenues and expenditures of municipalities for highway purposes are being made by the Planning Survey. The 1941 report on this matter was completed in 1944 and sent to Public Roads Administration. It was returned for certain corrections, which were in progress at the end of 1944. During 1944 the preparation of the 1942 report also was in progress.

Special Studies. The items above essentially cover the assembly of highway data in a usable form. This is the first function of the Planning Survey. The second is to use or make available for use the data assembled. This, of course, cannot be done fully until the assembly is sufficiently completed, but some uses of the data have been made during the year. Some of these uses are:

(1) For the purpose of determining the economic effect of State highways on adjacent land, a study is being made of assessed valuation of property in the vicinity of and distant from State highways. This study is in progress.

[illegible] the present date.

[illegible] were [illegible] the year 1944. [illegible] punched and recorded. [illegible] automobile, trip, trailer [illegible]

Straight records on this file have been obtained from the last [illegible] have been tabulated, posted, punched and recorded whenever personnel is available therefor. By the end of 1945 about 25 percent of this work had been completed.

Road Life. Although "Road Life" is the accepted term for this work, it [illegible] wider scope. It involves the determination of all improvement work done on State highways and other State roads, the location and kind of work done, and the cost thereof from the year [illegible] to the present date. The work is in progress and at the end of 1945 practically all road work records [illegible] had been tabulated.

Local [illegible] Road [illegible]. Local Highway Statistics involve recording of [illegible] periodically right of way mileage and pavement type of local roads in the 169 municipalities throughout the State. It has been attempted to obtain this information by correspondence with officials of all the individual municipalities, but the results generally were not so complete that no attempts have been made to procure the information during 1945. However when more personnel is available, [illegible] will be used for obtaining the results.

Local Highway Financial Statistics. Reports of revenues and expenditures [illegible] administrative. It was reported for [illegible] corrections, which were [illegible] as the end of 1945. [illegible]

Special Studies. The items above [illegible] This is [illegible] first [illegible] of the [illegible] The second is to use or make available for use the data [illegible] Thus, of course, [illegible] until the [illegible] but [illegible] of the [illegible] during the year. [illegible] were:

> The [illegible] highways [illegible] [illegible] of [illegible] [illegible] 1945 [illegible]

(2) For the purpose of determining turning movements in connection with proposed improvements of State highways Routes 28, 29 and 31 at Somerville, Somerset County, a study has been made of traffic counts and loadometer records in this vicinity.

(3) Data on ferry operation schedules and rates have been furnished to the Transportation Corps of the War Department.

(4) A study has been in progress for the outlining of the Federal Aid Secondary System of highways in New Jersey.

(5) Data have been assembled for determination of priority schedule for elimination of grade crossings of railroads with highways.

The last two items are discussed more fully in the following:

Federal Aid Secondary System. The Federal Aid Secondary System is to be a predetermined system of highways, on which Federal Aid Secondary apportionments may be used. It is intended to be a system of highways second in importance only to the Federal Aid Primary System, which includes most of the routes of the State Highway System. The allocation of mileage for each county is made according to a formula conforming to certain rules of the Public Roads Administration and subject to its approval. The selection of the specific routes in each county is made by the Planning Survey, subject to the approval of the State Highway Commissioner, the respective County officials and the Public Roads Administration.

During the year 1944 several formulae for mileage apportionment were prepared, all based on the rules therefor outlined by the Public Roads Administration. One of these was selected as best fitting the conditions in New Jersey and has been submitted to the State Highway Commissioner for approval. On the basis of this formula, roads were tentatively selected for inclusion in the Secondary System, and by the end of 1944 this selection had been completed for most of the counties.

Railroad Grade Crossing Elimination. Federal Aid is being provided for elimination of railroad grade crossings with highways. For the purpose of selecting the crossings on which the Federal Aid may be applied, a study is being made of the priority of need of elimination. This involves first a listing of all crossings in the State with sufficient rail and road traffic to warrant inclusion in the list. Altogether 438 crossings have been listed in general order of their importance, and all pertinent data have been tabulated. At the end of 1944 the tabulations were ready for submission to the Railroad Companies involved for their comments and recommendations.

Sigvald Johannesson

Sigvald Johannesson
Chief, Highway Planning Bureau

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] discussed more [illegible] the following:

[illegible] county is made [illegible] Public Roads Administration [illegible] its approval. [illegible] Planning Survey, [illegible] approval of the State [illegible] Commissioner, the [illegible] County [illegible]

During the year 194[illegible] were prepared, all based on the [illegible] Public Roads Administration. One of the [illegible] in the Survey and [illegible] State Highway [illegible] approval. On the basis of [illegible] made [illegible] for [illegible] and by the end of [illegible] had been completed for most of the [illegible]

[illegible] to warrant inclusion in the [illegible] listed [illegible] been [illegible]

ANNUAL REPORT

OF THE

PROJECTS DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1944

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

May 15th, 1945

IN REPLY PLEASE REFER TO
Annual Report - 1944
(Projects Division)

Honorable Spencer Miller, Jr.
State Highway Commissioner,
Trenton, New Jersey.

Dear Sir:

There is submitted herewith the Annual Report of the Projects Division for the calendar year 1944.

New construction work was still curtailed but the War Production Board did lift its former restriction which prohibited construction costing in excess of $5,000. and allowed construction to proceed without their approval if the cost did not exceed $10,000.

During 1944 there was completed with Township and Borough Aid funds, 30.143 miles of surface construction, the lowest mileage completed in any year since 1921. In addition to this, many municipal roads previously constructed with these funds were badly in need of the surface treatment work which could not be applied during 1942 or 1943 because of Government regulations incident to the War; however, during 1944 the materials needed for this type of work became available and as a result of this, 56 miles of this treatment work was also completed.

In accordance with Chapter 45, P. L. 1943, there is, as of this date, still certified to the Special State Aid Road Fund Account an amount of $4,222,459.85 of Township and Borough Aid construction funds for future or post-war work.

Respectfully submitted,

E. E. Reed

E. E. Reed,
Supervisor of State Aid Projects.

EER/GC

Projects Division
Annual Report - 1944

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

GDC/RG

March 21, 1945

MEMORANDUM TO MR. REED:

Herewith is presented the yearly report of the Projects Division showing the status of Motor Vehicle Aid and Township and Borough Aid (Construction, Dirt Road and Maintenance) funds for the year ending December 31st, 1944.

MOTOR VEHICLE AID

All work classified as new construction is still very much curtailed because of Government regulations incident to the war. During 1944 six (6) projects were completed, three of which involved the construction of 3.174 miles of surface pavement at a final cost of $96,215.98, and the other three projects involved the construction of two bridges and the replacement of fenders, cluster piles, etc. on another bridge at a final cost of $57,376.55.

A tabulation covering these projects follows, as does a sheet showing the 1944 Apportionment of the Motor Vehicle Aid Fund to the counties, and for comparison purposes a sheet has been included showing this information in connection with the 1945 funds. There also follows sheets showing the County Appropriations for Roads and Bridges and Bonds and Interest for same for the years 1943 and 1944.

TOWNSHIP AND BOROUGH AID (CONSTRUCTION FUND)

New construction work with these funds also is still curtailed, but during the year the War Production Board lifted its former restriction which prohibited construction costing in excess of $5,000.00 and allowed construction to proceed without their approval if the cost did not exceed $10,000.00. This permitted the construction of several miles of roads of various types; however, it was impossible to get work started on several of the projects, released for construction, because the few contractors bidding on this work were having difficulty to complete previous contracts due to the prevailing labor situation. In addition to this a few municipalities applied to and received approval from the War Production Board to do construction work costing in excess of $10,000.00 where the project had a direct connection with the war effort. During 1944 work was completed on 86.66 miles of municipal roads at a final construction cost of $568,330.46, of which cost the State's share was $497,974.31 or approximately 88%.

Of the above mileage 30.143 was actual surface construction; the other mileage being 56.007 miles of surface treatment work, .123 mile of widening a previously constructed project, and .388 mile of grading and drainage work.

The total amount of Township and Borough Aid Construction funds paid by the State during the year was $507,159.83, of which $8,775.84 represented the State's share of engineering and $409.68 the State's share of right of way.

During 1944 work was done on a total of 110 projects, and of this number 83 or about 75% were completed and 27 were under construction as of December 31, 1944.

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

GDC:RG

March 21, 1944

MEMORANDUM TO MR. REED (continued)

In addition to the projects completed or under construction there was, at the close of the year, 614 projects on which funds have been allotted but construction has not been started because of war regulations. The total cost of constructing these projects is estimated at $4,812,986.00, of which the State's share would be $4,331,779.00. Chapter 45, Public Laws of 1943, provided that these unused funds from previous years be certified after the first of each year to the State Treasurer to be placed in a Special Account for investment in short term Government securities. These funds however remain to the credit of the various municipalities and may be withdrawn from the Special Account at any time a municipality is in a position to proceed with the work for which the funds were intended. As of March 7, 1945 there has been certified to the State Treasurer's Account an amount of $4,793,337.99 of Township and Borough Aid Construction funds, from which there has been withdrawn for approved projects $517,345.81, leaving still certified an amount of $4,275,992.18.

Another 278 projects received State grants of aid from the 1945 funds and a list of these projects can be seen in this report.

The following tabulation shows a comparison by types of the mileages completed in 1944 and 1943:

	1944					1943				
Type	Twps.	Boros.	Towns	Vils.	Cities:	Twps.	Boros.	Towns	Vils.	Cities
Gravel	16.540	1.125	-	-	-	8.040	.600	-	-	-
Gravel, B.S.T.	.601	-	-	-	-	2.520	1.300	-	-	-
Gravel, Ca.Cl.	.830	.900	-	-	-	31.940	2.950	-	-	-
Gravel, M.I.P.	.820	.720	-	-	-	-	-	-	-	-
B. S. T.	35.776	5.044	-	-	-	-	-	-	-	-
M.I.P.-B.S.T.	13.790	1.397	-	-	-	-	-	-	-	-
Bit. Pen. Mac.	2.089	1.279	.526	-	-	.740	1.070	-	-	-
Type "A" or "T"	.800	1.416	-	-	-	2.630	6.810	-	-	-
Bit. Concrete	.482	.480	-	-	1.232	-	-	1.430	-	.710
Reinf. Concrete	-	.332	-	-	-	-	-	-	-	-
Plain Concrete	.094	-	-	-	-	-	-	.640	-	-
Grading & Drainage	-	.388	-	-	-	.280	.080	-	-	-
Foundation	-	-	-	-	-	.260	-	-	-	-
Totals	71.822	13.081	.526	-	1.232	46.410	12.810	2.070	-	.710

There also follows a tabulation showing the mileage of municipal roads that has been constructed with Township and Borough Aid funds since December 31, 1920. The original Herrick Act, providing for the construction of these rural roads was passed in 1916 but no mileage figures are available for the years before 1921. The actual construction mileage for 1944, it will be noted, is the lowest of any of the 23 preceding years, but the main reason for this is that the availability of material this year permitted the much needed surface treatment work on projects constructed the preceding two years:

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

GDC/RG

March 21, 1945

MEMORANDUM TO MR. REED (continued)

Year	Mileage	Year	Mileage	Year	Mileage
1921	149.702	1929	190.840	1937	252.850
1922	197.000	1930	251.830	1938	246.100
1923	85.380	1931	269.900	1939	240.930
1924	99.220	1932	167.860	1940	195.320
1925	167.687	1933	192.490	1941	234.720
1926	170.000	1934	216.770	1942	90.300
1927	114.480	1935	172.110	1943	61.380
1928	133.100	1936	188.250	1944	30.143
				Grand Total	4,118.362

TOWNSHIP AND BOROUGH AID (DIRT ROAD FUND)

In accordance with Title 27, Chapter 15, of the Revised Statutes, $50,000.00 of the $125,000.00 of Township and Borough Aid Construction funds available in each county may be applied for by the Boards of Freeholders and used for the maintenance and repair of unimproved municipal roads. As a part of this report there is a sheet captioned "Township and Borough Aid Applications Submitted for 1945 Funds," which sheet includes a column showing the requests for 1945 Dirt Road Funds. The total amount requested is $950,000.00. The amount requested and paid to the counties from 1944 funds was $900,000.00.

TOWNSHIP AND BOROUGH AID (MAINTENANCE FUND)

Under Title 27, Chapter 15, there was available from the 1944 Township and Borough Aid Maintenance funds a total of $525,000.00, State's share, for the maintenance and repair of municipal roads previously built with Township and Borough Aid Construction funds. The counties submitted to the State Highway Commissioner for 1944 funds, schedules totaling an estimated cost of $744,591.85, of which the State's share was $670,132.73. The amount obligated from the 1944 funds was $458,718.50 and the balance of $211,414.23 was from unused funds of previous years. These funds were for the maintenance of an estimated 859 miles of roads and represented an average cost of approximately $866.00 per mile.

As a part of this report there is a sheet showing the breakdown, by counties, of these maintenance funds.

Respectfully submitted,

F E Harris

Assistant Supervisor of State Aid Projects.

PROJECTS DIVISION EMPLOYEES IN ARMED FORCES DECEMBER 31, 1944

G. F. Forster	Commander, U.S.N.R.
Walter Hall	Lieutenant
Samuel G. Hann	Chief Warrant Officer
Sydney Sterner	Chief Warrant Officer
Ernest G. Topping	Lieutenant (jg)
Clarence Chumar	Carpenters Mate 2/c, U.S.N.R.
Paul A. Mills	Commander, U.S.M.M.
Frank W. Higgins	Lieutenant Colonel
A. A. Faxon	Major
William V. Paul	Major
Thomas B. H. LaBar	Captain
John F. McGarry	Captain
John W. Thomas	Captain
Carl Costello	First Lieutenant
Paul F. Davis	First Lieutenant
George Krauss	First Lieutenant
George S. Packer	Lieutenant
Edward A. Scott	Second Lieutenant
Alzem N. Sustick	Staff Sergeant
Joseph Aiello	Sergeant
John Barrett	Sergeant
Frank J. Deacon	Private First Class

NEW JERSEY STATE HIGHWAY DEPARTMENT
Projects Division

1944 Apportionment

October 1, 1943

1944

APPORTIONMENT OF MOTOR VEHICLE AID FUND TO COUNTIES

New Jersey Population by Counties-1940 Census
County Areas - - - 1930 Revision

County	1944 County Road Mileage	% of Total Mileage	Population 1940	% of Total Population	County Area in Square Miles	% of Total Area	Average % of County Road Mileage, Area, & Population	Apportionment of $6,000,000.00	Apportionment of $ 735,000.00	TOTAL $6,000,000.00 735,000.00 6,735,000.00
Atlantic	332.390	5.286	124,066	2.982	610.310	7.421	5.229	$ 313,740.00	$ 35,000.00	$ 348,740.00
Bergen	474.280	7.542	409,646	9.847	246.170	2.993	6.794	407,640.00	35,000.00	442,640.00
Burlington	459.340	7.304	97,013	2.332	827.120	10.057	6.564	393,840.00	35,000.00	428,840.00
Camden	301.720	4.798	255,727	6.147	226.335	2.752	4.565	273,900.00	35,000.00	308,900.00
Cape May	171.780	2.732	28,919	0.695	450.910	5.483	2.970	178,200.00	35,000.00	213,200.00
Cumberland	570.520	9.072	73,184	1.759	674.330	8.199	6.343	380,580.00	35,000.00	415,580.00
Essex	189.110	3.007	837,340	20.128	129.720	1.577	8.237	494,220.00	35,000.00	529,220.00
Gloucester	381.230	6.062	72,219	1.736	340.625	4.142	3.980	238,800.00	35,000.00	273,300.00
Hudson	101.908	1.620	652,040	15.674	60.480	0.735	6.009	360,540.00	35,000.00	395,540.00
Hunterdon	212.850	3.385	36,766	0.884	439.120	5.339	3.203	192,180.00	35,000.00	227,180.00
Mercer	168.059	2.672	197,318	4.743	227.900	2.771	3.395	203,700.00	35,000.00	238,700.00
Middlesex	299.244	4.759	217,077	5.218	324.440	3.945	4.640	278,400.00	35,000.00	313,400.00
Monmouth	335.740	5.339	161,238	3.876	534.040	6.493	5.236	314,160.00	35,000.00	349,160.00
Morris	271.010	4.310	125,732	3.022	480.190	5.839	4.390	263,400.00	35,000.00	298,400.00
Ocean	539.150	8.574	37,706	0.906	754.810	9.178	6.219	373,140.00	35,000.00	408,140.00
Passaic	231.110	3.675	309,353	7.436	198.650	2.415	4.509	270,540.00	35,000.00	305,540.00
Salem	355.861	5.659	42,274	1.016	389.370	4.734	3.803	228,180.00	35,000.00	263,180.00
Somerset	203.060	3.229	74,390	1.788	305.020	3.709	2.909	174,540.00	35,000.00	209,540.00
Sussex	292.100	4.645	29,632	0.712	535.310	6.509	3.955	237,300.00	35,000.00	272,300.00
Union	146.601	2.331	328,344	7.893	104.940	1.276	3.833	229,980.00	35,000.00	264,980.00
Warren	251.460	3.999	50,181	1.206	364.650	4.433	3.217	193,020.00	35,000.00	228,020.00
TOTALS	6288.523	100.000	4,160,165	100.000	8,224.440	100.000	100.000	$ 6,000,000.00	$735,000.00	$ 6,735,000.00

NEW JERSEY STATE HIGHWAY DEPARTMENT
Projects Division

1945 Apportionment

October 2, 1944

1945

APPORTIONMENT OF MOTOR VEHICLE AID FUND TO COUNTIES

New Jersey Population by Counties-1940 Census

County Areas - - - 1930 Revision

County	1945 County Road Mileage	% of Total Mileage	Population 1940	% of Total Population	County Area in Square Miles	% of Total Area	Average % of County Road Mileage, Area, & Population	Apportionment of $6,000,000.00	Apportionment of $ 735,000.00	TOTAL $6,000,000.00 735,000.00 6,735,000.00
Atlantic	332.390	5.266	124,066	2.982	610.310	7.421	5.223	$ 313,380.00	$ 35,000.00	$ 348,380.00
Bergen	471.966	7.477	409,646	9.847	246.170	2.993	6.772	406,320.00	35,000.00	441,320.00
Burlington	459.340	7.277	97,013	2.332	827.120	10.057	6.555	393,300.00	35,000.00	428,300.00
Camden	313.320	4.964	255,727	6.147	226.335	2.752	4.621	277,260.00	35,000.00	312,260.00
Cape May	171.780	2.721	28,919	0.695	450.910	5.483	2.966	177,960.00	35,000.00	212,960.00
Cumberland	570.530	9.038	73,184	1.759	674.330	8.199	6.332	379,920.00	35,000.00	414,920.00
Essex	189.110	2.996	837,340	20.128	129.720	1.577	8.234	494,040.00	35,000.00	529,040.00
Gloucester	381.230	6.039	72,219	1.736	340.625	4.142	3.972	238,320.00	35,000.00	273,320.00
Hudson	101.908	1.614	652,040	15.674	60.480	0.735	6.008	360,480.00	35,000.00	395,480.00
Hunterdon	212.850	3.372	36,766	0.884	439.120	5.339	3.198	191,880.00	35,000.00	226,880.00
Mercer	168.059	2.662	197,318	4.743	227.900	2.771	3.392	203,520.00	35,000.00	238,520.00
Middlesex	307.024	4.864	217,077	5.218	324.440	3.945	4.676	280,560.00	35,000.00	315,560.00
Monmouth	328.000	5.196	161,238	3.876	534.040	6.493	5.188	311,280.00	35,000.00	346,280.00
Morris	271.010	4.293	125,732	3.022	480.190	5.839	4.385	263,100.00	35,000.00	298,100.00
Ocean	551.530	8.737	37,706	0.906	754.810	9.178	6.274	376,440.00	35,000.00	411,440.00
Passaic	230.150	3.646	309,353	7.436	198.650	2.415	4.499	269,940.00	35,000.00	304,940.00
Salem	355.944	5.639	42,274	1.016	389.370	4.734	3.796	227,760.00	35,000.00	262,760.00
Somerset	205.060	3.249	74,390	1.788	305.020	3.709	2.915	174,900.00	35,000.00	209,900.00
Sussex	292.100	4.628	29,632	0.712	535.310	6.509	3.950	237,000.00	35,000.00	272,000.00
Union	147.567	2.338	328,344	7.893	104.940	1.276	3.836	230,160.00	35,000.00	265,160.00
Warren	251.460	3.984	50,181	1.206	364.650	4.433	3.208	192,480.00	35,000.00	227,480.00
TOTALS	6,312.328	100.000	4,160,165	100.000	8,224.440	100.000	100.000	$6,000,000.00	$735,000.00	$6,735,000.00

NEW JERSEY

County Appropriations (Exclusive of State Funds)
For Roads and Bridges for year 1944, per Questionnaire

County	Maintenance & Repairs		Construction & Reconstruction		Bonds-Principal & Interest		Total Not Including Bonds & Interest	Total
	Roads	Bridges	Roads	Bridges	Roads	Bridges		
Atlantic	-0-	-0-	-0-	-0-	B-88,977.50	-0-	-0-	88,977.50
Bergen	180,210.00	62,175.00	-0-	-0-	315,498.00	315,498.00	242,385.00	873,381.00
Burlington	59,609.55	10,656.52	-0-	56,208.16	10,900.00	16,100.00	126,474.23	153,474.23
Camden	62,498.13	8,051.93	1,300.00	6,081.31	261.03	-0-	77,931.37	78,192.40
Cape May	A-28,628.88	55.33	-0-	-0-	B-82,767.75	-0-	28,684.21	111,451.96
Cumberland	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Essex	C-119,930.07	-0-	-0-	-0-	B-382,529.72	-0-	119,930.07	502,459.79
Gloucester	5,196.60	2,313.77	-0-	-0-	-0-	-0-	7,510.37	7,510.37
Hudson	1,326,159.71	86,369.98	-0-	-0-	B-87,613.15	-0-	1,412,529.69	1,500,142.84
Hunterdon	-0-	-0-	-0-	-0-	86,147.50	-0-	-0-	86,147.50
Mercer	-0-	55,100.00	-0-	-0-	357,993.00	150,577.00	55,100.00	563,670.00
Middlesex	148,045.18	35,199.05	185,968.92	2,904.23	235,160.00	64,483.76	372,117.38	671,761.14
Monmouth	81,496.80	203,912.20	100,000.00	99,647.84	187,282.50	90,972.50	485,056.84	763,311.84
Morris	62,215.95	12,000.00	-0-	-0-	-0-	-0-	74,215.95	74,215.95
Ocean	88,755.29	38,875.00	-0-	-0-	-0-	-0-	127,630.29	127,630.29
Passaic	170,090.70	84,845.30	18,000.00	-0-	464,150.00	-0-	272,936.00	737,086.00
Salem	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Somerset	17,000.00	35,000.00	-0-	-0-	46,848.75	-0-	52,000.00	98,848.75
Sussex	C-17,887.80	-0-	-0-	-0-	B-9,205.99	-0-	17,887.80	27,093.79
Union	C-111,977.99	-0-	-0-	-0-	B-354,166.49	-0-	111,977.99	466,144.48
Warren	1,332.50	-0-	-0-	-0-	-0-	-0-	1,332.50	1,332.50
Totals:	$2,481,035.15	$634,554.08	$305,268.92	$164,841.54	$2,709,501.38	$637,631.26	$3,585,699.69	$6,932,832.33

A- Includes $27,956.98 Emergency Storm Damage.
B- Bridge Bonds combined with Road Bonds.
C-Roads and Bridges combined.

RHM/3-15-45

NEW JERSEY

COUNTY APPROPRIATIONS - 1943

FOR ROADS AND BRIDGES AND BONDS AND INTEREST FOR SAME
(NOT INCLUDING STATE FUNDS)
(PER QUESTIONNAIRE)

COUNTY	MAINTENANCE AND REPAIRS		CONSTRUCTION OR RECONSTRUCTION		BONDS AND INTEREST		TOTAL (not including Bonds & Interest)	TOTAL
	ROADS	BRIDGES	ROADS	BRIDGES	ROADS	BRIDGES		
Atlantic	-0-	-0-	-0-	3,729.99	(B) 97,047.50	-0-	3,729.99	100,777.49
Bergen	138,188.32	65,705.87	-0-	-0-	(B)705,223.50	-0-	203,894.19	909,117.69
Burlington	-0-	-0-	-0-	-0-	11,000.00	16,250.00	-0-	27,250.00
Camden	58,071.25	5,337.41	26,401.48	21,531.10	101.37	-0-	111,341.24	111,442.61
Cape May	685.85	3,093.72	-0-	-0-	(B)168,800.00	-0-	3,779.57	172,579.57
Cumberland	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Essex	147,338.94	24,619.38	-0-	64,751.84	382,460.20	17,887.06	236,710.16	637,057.42
Gloucester	4,924.58	2,204.33	-0-	-0-	-0-	-0-	7,128.91	7,128.91
Hudson	360,967.90	89,736.16	-0-	-0-	(B)113,938.43	-0-	450,704.06	564,642.49
Hunterdon	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Mercer	-0-	44,100.00	28,165.00	-0-	315,000.00	135,500.00	72,265.00	522,765.00
Middlesex	70,000.00	32,000.00	(E)44,457.47	280.00	(B)325,915.00	-0-	146,737.47	472,652.47
Monmouth	90,963.85	10,228.80	-0-	90,303.31	222,287.50	114,908.75	191,495.96	528,692.21
Morris	64,184.27	14,004.61	(G) 6,944.44	-0-	-0-	-0-	85,133.32	(F) 85,133.32
Ocean	19,496.23	16,566.03	-0-	-0-	28,350.00	-0-	36,062.26	64,412.26
Passaic	116,225.00	51,453.70	-0-	4,524.27	(B)494,462.00	-0-	172,202.97	666,664.97
Salem	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Somerset	30,000.00	30,000.00	-0-	-0-	(B) 41,811.25	-0-	60,000.00	101,811.25
Sussex	(D) 13,562.11	-0-	-0-	-0-	(B) 10,942.67	-0-	13,562.11	24,504.78
Union	63,116.33	16,924.62	-0-	1,569.92	(B) 492,427.00	-0-	81,610.87	574,037.87
Warren	4,205.50	-0-	-0-	-0-	-0-	-0-	4,205.50	4,205.50
TOTALS	1,181,930.13	405,974.63	105,968.39	186,690.43	3,409,766.42	284,545.81	1,880,563.58	5,574,875.81

(A) - (No WPA expenditures in 1943.)
(B) - Bridge Bonds combined with Road Bonds.
(C) - Road Equipment combined with Maintenance & Repairs.
(D) - Roads and Bridges combined.
(E) - Includes Motor Vehicle Fines $10,178.47
(F) - In addition to above the following reserves setup:
From County Funds: Capital Improvement Fund $25,000.00
Public Works Reserve.... $50,000.00
(G)-County Aid to townships.

Projects Division - February 11, 1944

MOTOR VEHICLE AID

STATUS OF CONTRACT OR FORCE ACCOUNT PROJECTS, JANUARY 1st, 1944 TO DECEMBER 31st, 1944

Name of Road or Bridge	Type Surface	Type Found.	Length	Method of Construction	State's Allotment	(1)Contract Amt. (2)Final Cost (3)Estimated Cost	Status of Work
			CUMBERLAND COUNTY				
Mauricetown Bridge over Maurice River	Swing Bridge Replacement of Fenders, Cluster Piles			Contract	$ 38,000.00	$ 33,206.47 (2)	Completed
West Avenue & Irving Ave.	FABC-1		.947	Contract	27,483.90	27,483.90 (2)	Completed
			HUDSON COUNTY				
Ocean Avenue	Sheet Asphalt	Concrete	.147	Contract	30,000.00	26,900.84 (2)	Completed
			OCEAN COUNTY				
Timber Bridge over Jake's Branch at Toms River	Laminated Timber Trestle	Pile		Contract	5,500.00	4,896.29 (2)	Completed
			SALEM COUNTY				
Centreton Bridge	Reinforced Concrete	Timber Piles		Contract	26,000.00	19,273.79 (2)	Completed
			UNION COUNTY				
Stiles St., Linden and Pearl St., Elizabeth	FABC-2	6" Concrete Base Existing	2.08	Force Acct.	38,858.08	41,831.24 (2)	Completed
		Grand Totals	3.174		$165,841.98	$153,592.53	

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1, 1944 to DECEMBER 31, 1944

Municipality	Name of Road	Type	Mileage	Paved Width	Method of Construction	State's Share of Constr.	State's Share of Engr.	Final Cost of Constr.	Total Cost of Project
				ATLANTIC COUNTY					
Buena Vista Twp.	Main Av.(Rd.) Sec.2	Gravel	1.087	30'	Contract	$4,487.72	$448.77	$4,986.36	$5,484.99
Galloway Twp.	Odessa Av.	BST	2.589	20'	Contract	5,400.00	-	6,049.31	6,049.31
Hammonton Town	Madison Av.,Wilbur,Pratt, Walnut,Myrtle,Grand & Liberty Sts.	BST	2.514	20'	Contract	4,311.68	-	4,790.76	4,790.76
Hammonton Town	Pine Rd.,Main Rd.,Cemetery Av.	BST	2.530	20'	Contract	4,339.62	-	4,821.80	4,821.80
Weymouth Twp.	12th Av. & Various Sts. in Belcoville	BST	1.650	20'	FA	2,700.00	-	3,000.00	3,000.00
		Totals	10.370			$21,239.02	$448.77	$23,648.23	$24,146.86
				BERGEN COUNTY					
Fort Lee Boro.	Fletcher Av.	Bit.Pen.Mac.	.128	20'	Contract	$ 2,203.16	-	$ 2,764.76	$ 2,764.76
Hohokus Boro.	W.Saddle River Rd.	Drainage	.178	-	Contract	2,209.50	$110.48	2,455.00	2,577.75
Little Ferry Boro.	Franklin St.	Bit.Pen.Mac.	.530	20'	Contract	12,000.00	-	16,058.53	16,588.53
Oakland Boro.	W.Oakland Av.,Sec.1	Bit.Pen.Mac.	.310	20'	Contract	7,245.23	251.10	8,050.25	8,329.25
		Totals	1.146			$23,657.89	$361.58	$29,328.54	$30,260.29
				BURLINGTON COUNTY					
Hainesport Twp.	Deacon Rd.	Gravel	1.370	26'	Contract	$ 5,459.99	$493.20	$6,066.65	$ 6,614.65
Pemberton Twp.	Browns Mills Jct.Rd.	Gravel	1.432	26'	Contract	6,073.82	515.52	6,589.34	6,589.34
Westampton Twp.	New Rd.,Sec.2	Gravel,BST	.601	26'	Contract	5,733.67	540.90	6,370.74	6,971.74
		Totals	3.403			$17,267.48	$1549.62	$19,026.73	$20,175.73
				CAMDEN COUNTY					
Laurel Springs Boro.	E.Atlantic Av. (Emergency Work)	Gravel	.085	30'	FA	$ 1,394.59	-	$1,549.54	$ 1,549.54
Merchantville Boro.	Maple Av.,Sec.4	Reinf.Conc.	.332	40'	Contract	41,046.15	57.85	46,016.43	46,356.43
Mt.Ephraim Boro.	Center St.,6th Av.	Bit.Pen.Mac.	.311	26'	Contract	11,126.93	279.90	12,363.26	12,674.26
Pennsauken Twp.	Union Av.	Plain Conc.	.094	12&14'	Contract	6,300.00	-	7,290.73	7,762.58
Winslow Twp.	Old Chews Landing Rd.	Gravel	.731	30'	FA	2,354.27	263.16	2,615.85	2,908.25
		Totals	1.553			$62,221.94	$600.91	$69,835.81	$71,251.06

(continued on Sheet #2)

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1, 1944 to DECEMBER 31, 1944 (continued, Sheet

Municipality	Name of Road	Type	Mileage	Paved Width	Method of Construction	State's Share of Constr.	State's Share of Engr.	Final Cost of Constr.	Total Cost of Project
					CAPE MAY COUNTY				
Cape May City	N.J., Brooklyn, Baltimore, Phila., Trenton, Idaho Avs.	Bit.Conc.	.820	20'	Contract	$15,604.74	$221.56	$17,998.60	$18,244.78
Wildwood City	New Jersey Av.	Bit.Conc.	.412	Var.	Contract	8,910.04	-	9,900.04	9,900.04
	Totals		1.232			$24,514.78	$221.56	$27,898.64	$28,144.82
					CUMBERLAND COUNTY				
Commercial Twp.	Robbinstown Rd., Berrytown Rd., Italy Rd.Ext., Secs.2 & 3; Berry Av.	BST	1.590	20-22'	Contract	$ 3,175.00	-	$ 3,717.08	$ 3,717.08
Downe Twp.	Hands Creek Rd., Sec.2	Gravel	.800	26'	FA	3,144.06	-	3,493.40	3,493.40
Downe Twp.	Hands Creek Rd., Sec.3	Gravel	.700	26'	FA	2,698.43	-	2,998.25	2,998.25
Downe Twp.	Lore's Mill Rd., Garrison, Penna., Bayview Avs. & Husted Rd.	BST	2.550	22'	Contract	5,300.47	-	5,889.41	5,889.41
Fairfield Twp.	Fairton-Millville Rd., Secs.1,2,3 & Back Neck Schoolhouse Rd.	BST	5.000	20-22'	Contract	10,565.30	-	11,739.22	11,739.22
Fairfield Twp.	Gum Point Rd., Sec.1	Gravel	1.000	26'	FA	4,475.25		4,027.72	4,027.72
Fairfield Twp.	Gum Point Rd., Sec.2	Gravel	.500	26'	FA	2,700.00		3,000.00	3,000.00
Greenwich Twp.	Miller-Stow Creek Wharf	BST	.600	20'	FA	1,088.31		1,209.23	1,209.23
Greenwich Twp.	Stock Rd., Sec.2	Gravel	.500	26'	FA	2,969.39		3,299.33	3,299.33
Hopewell Twp.	Beals Mills-Seeley, Hope Grange, Oak Villa & Perry Rds.	BST	3.350	20-22'	Contract	6,402.92		7,114.36	7,114.36
Hopewell Twp.	Kinkle Rd.	Gravel	.400	26'	FA	2,041.11		2,267.90	2,267.90
Landis Twp.	Park Av.	Bit.Conc.	.482	29'	Contract	16,220.05	$433.80	19,963.50	20,445.50
Maurice River Twp.	Cannon Range Rd.	Gravel	.750	26'	FA	2,246.76	-	2,496.40	2,496.40
Maurice River Twp.	McDonald Av., Secs.1&2, & Taylor Rd., Secs.1&2	BST	3.320	20-22'	Contract	5,977.51	-	6,641.68	6,641,68
Stow Creek Twp.	Roadstown-Town Hall & Seventh Day Mill Rds.	BST	2.000	20-22'	Contract	3,948.98	-	4,387.76	4,387,76
Stow Creek Twp.	Sand Wash Rd., Sec.2	Gravel, cacl	.450	26'	FA	2,249.01	-	2,498.90	2,498.90
Vineland Boro.	East Blvd.	Bit.Conc.	.166	20'	Contract	10,316.03	149.40	11,462.26	11,628.26
Vineland Boro.	Park Dr., 6th St., Cambridge Av.	Bit.Conc.	.314	20'	Contract	10,828.98	271.02	12,032.20	12,346.20
			24.472			$96,347.56	$854.22	$108,238.60	$109,200.60

(continued on Sheet #3)

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1, 1944 to DECEMBER 31, 1944 (continued, Sheet #3)

				Paved	Method of	State's Share of		Final Cost	Total Cost
Municipality	Name of Road	Type	Mileage	Width	Construction	Constr.	Engr.	of Constr.	of Project
				ESSEX COUNTY					
Caldwell Twp.	Big Piece Rd., Sec.1	Bit.Pen.Mac.	.960	20'	Contract	$17,051.47	$1278.87	$18,946.08	$20,367.04
Montclair Town	Bellevue Av.	Bit.Pen.Mac.	.340	35'	Contract	19,319.53	-	21,466.15	21,466.15
N. Caldwell Boro.	Grandview Place	Bit.Conc.	.161	24'	Contract	6,645.62	-	7,384.02	7,384.02
Nutley Town	Joerg Av.	Bit.Pen.Mac.	.186	30'	Contract	5,111.04	-	7,786.53	7,786.53
	Totals		1.647			$48,127.66	$1278.87	$55,582.78	$57,003.74
				GLOUCESTER COUNTY					
Franklin Twp.	Brewster Rd.	Gravel	2.500	30'	FA	$ 5,511.38	-	$ 6,129.80	$ 6,129.80
S.Harrison Twp.	Harrisonville-Harding Hwy.(Mill Rd.)	Gravel,cacl	.120	30'	FA	2,339.95	-	2,599.95	2,599.95
Washington Twp.	Downer Rd., Sec.2	Gravel	1.000	26'	FA	4,500.00	-	5,009.60	5,009.60
	Totals		3.620			$12,351.33		$13,739.35	$13,739.35
				HUDSON COUNTY					
				None					
				HUNTERDON COUNTY					
				None					
				MERCER COUNTY					
Ewing Twp.	Southard St.	Bit.Pen.Mac.	.134	30'	Contract	$ 4,612.99	$120.60	$ 5,454.54	$ 5,588.54
				MIDDLESEX COUNTY					
Cranbury Twp.	Cranbury Sta.Rd. & Wyckoff's Mills Rd., Sec.2	Gravel & Gravel MIP	1.080 .820	26'	Contract	$13,501.64	$536.40	$15,001.82	$15,597.82
Monroe Twp.	Gravel Hill-Bergens Mills & Union Valley-Applegarth Rds.	MIP BST	4.660	24'	Contract	20,028.50	-	$22,253.89	$22,253.89
			6.560			$33,530.14	$536.40	$37,255.71	$37,851.71
				MONMOUTH COUNTY					
Atlantic Twp.	Montrose Rd.	BST	1.790	26'	FA	$ 2,944.53	-	$ 3,271.70	$ 3,271.70
Atlantic Highlands Boro.	Bay Av. & Mount Av.	Bit.Conc.	.645	24&30'	Contract	6,000.00	-	7,232.06	7,232.06
Fair Haven & Rumson Boros.	Buena Vista Av.	Storm Sewer	.210	-	Contract	3,196.98	$189.00	3,552.20	3,762.20

(continued on Sheet #4)

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1, 1944 to DECEMBER 31, 1944 (continued, Sheet #4)

Municipality	Name of Road	Type	Mileage	Paved Width	Method of Construction	State's Share of Constr.	State's Share of Engr.	Final Cost of Constr.	Total Cost of Project
			MONMOUTH COUNTY (continued)						
Rumson & Fair Haven Boros.	Buena Vista Av.(paving)	Gravel,MIP	.720	26&30'	Contract	$6,283.15	$439.31	$6,981.27	$7,469.40
Howell Twp.	Old Tavern Rd.,Sec.2	MIP BST	1.300	25'	FA	3,403.69	-	3,781.88	3,781.88
Howell Twp.	Old Tavern Rd.	MIP BST	1.650	26'	FA	4,000.00	-	4,583.37	4,583.37
Keyport Boro.	Beers & Butler Sts.	Gravel,cacl	.330	33'	Contract	5,000.00	-	6,074.40	6,074.40
Manalapan Twp.	Carr's Cor.-Manalapan Rd.	MIP BST	1.150	26'	FA	2,630.36	-	2,922.62	2,922.62
Manasquan Boro.	Warren Av.,Euclid Av. & Perrine Blvd.	MIP BST	.800	34'	Contract	4,000.00	-	4,499.55	4,499.55
Middletown Twp.	Atlantic Av.,Church St.	BST	2.260	20-28'	Contract	4,378.56	-	5,045.08	5,045.08
Millstone Twp.	Clarksburg-Red Valley Rd.	MIP BST	1.580	22-26'	FA	4,076.30	-	5,646.16	5,646.16
Millstone Twp.	Carr's Cor.-Manalapan Rd.	MIP BST	1.150	26'	FA	2,833.80	-	3,148.67	3,148.67
Monmouth Beach Boro.	Navesink Drive	Gravel	.570	26'	Contract	3,300.00	-	4,176.75	4,176.75
Neptune Twp.	Oxford Way,Wakefield Rd., New Gate Lane,Fulham Pl.	Gravel	.790	30'	FA	3,952.63	-	4,391.81	4,391.81
Neptune Twp.	Oxford Way,Wakefield Rd., New Gate Lane,Fulham Pl.	MIP BST	.790	30'	Contract	3,884.63	$142.20	4,316.25	4,474.25
Neptune Twp.	Springwood Av.	Bit.Conc.	.568	30&40'	Contract	4,400.00	-	6,008.59	6,008.59
Ocean Twp.	Poplar Av. & Cold Indian Springs Rd.	MIP BST	1.510	28&30'	Contract	4,500.00	-	6,407.41	6,407.41
Oceanport Boro.	Myrtle Av.,Sec.1	MIP BST	.597	30'	Contract	2,672.95	-	2,969.94	2,969.94
Sea Girt Boro.	Bell Place	Gravel,cacl	.570	30'	Contract	2,000.00	-	2,953.64	3,249.00
		Totals	18.980			$73,457.58	$770.51	$87,963.35	$89,114.84
			MORRIS COUNTY						
Chester Twp.	South Rd.,Sec.2	Bit.Conc.	.202	30'	Contract	$8,849.81	$149.40	$9,833.12	$ 9,999.12
Jefferson Twp.	Sparta-Newfoundland Rd., Sec.5 & Sec.3(widening)	Bit.Pen.Mac.	.230 .123	C 18' W 12'	Contract	7,218.88	-	8,020.98	8,020.98
Washington Twp.	Long Valley-Fairmount Rd.,Sec.6	Bit.Pen.Mac.	.321	18&30'	Contract	9,364.82	288.90	10,405.35	10,726.35
		Totals	.876			$25,433.51	$438.30	$28,259.45	$28,746.45
			OCEAN COUNTY						
Dover Twp.	Vermont Av.,Sec.2	Gravel,cacl	.260	26'	FA	$ 1,342.93	-	$ 1,492.15	$ 1,492.15
Jackson Twp.	Leming Rd.	Gravel	.550	26'	FA	2,034.11	-	2,260.12	2,260.12

(continued on Sheet #5)

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1, 1944 to DECEMBER 31, 1944 (continued, Sheet #5)

Municipality	Name of Road	Type	Mileage	Paved Width	Method of Construction	State's Share of Constr.	State's Share of Engr.	Final Cost of Constr.	Total Cost of Project
				OCEAN COUNTY (continued)					
Lakehurst Boro.	Chestnut, Willow, Poplar & Myrtle Sts.	Gravel	.470	30'	FA	$1,902.10	-	$ 2,113.44	$ 2,113.44
Lakewood Twp.	Vermont Av.	Gravel	.400	26'	FA	1,148.98	-	1,276.65	1,276.65
Long Beach Twp.	Various Sts. (1944)	BST	3.517	20'	Contract	5,400.00	-	6,319.86	6,319.86
Plumsted Twp.	Joe Fischer Rd.	Gravel	.950	26'	FA	3,015.58	-	3,350.65	3,350.65
		Totals	6.147			$14,843.70	-	$16,812.87	$16,812.87
				PASSAIC COUNTY					
Little Falls Twp.	William St.	Bit.Pen.Mac.	.321	20'	Contract	$ 8,166.93	$288.90	$ 9,074.37	$ 9,395.37
Prospect Park Boro.	North 16th St.	Bit.Conc.	.170	30'	Contract	5,489.32	153.00	6,219.30	6,389.30
		Totals	.491			$13,656.25	$441.90	$15,293.67	$15,784.67
				SALEM COUNTY					
Mannington Twp.	DuBois Rd., Secs. 1&2	BST	1.760	20'	FA	$ 1,584.00	-	$ 1,840.62	$ 1,840.62
Mannington Twp.	Hackett Rd., Secs. 1&2	BST	1.450	20'	FA	1,305.00	-	1,450.00	1,450.00
Pilesgrove Twp.	Harding Hwy.-Harrisonville Rd., Secs. 1&2	BST	1.200	20'	FA	1,257.48	-	1,397.20	1,397.20
Pilesgrove Twp.	Yorktown-Mannington Rd.	BST	1.150	20'	FA	1,500.00	-	1,722.35	1,722.35
		Totals	5.560			$5,646.48		$6,410.17	$ 6,410.17
				SOMERSET COUNTY					
Bridgewater Twp.	W. High St. (Tr. Circle)	Bit.Conc.	.030	34-44'	Contract	$12,355.18	$756.60	$13,903.33	$15,224.23
Somerville Boro.	N. Gaston Av.	Bit.Conc.	.440	20'	Contract	8,710.82	396.00	9,678.69	10,118.69
			.470			$21,066.00	$1152.60	$23,582.02	$25,342.92
				SUSSEX COUNTY					
				None					
				UNION COUNTY					
				None					
				WARREN COUNTY					
				None					
		GRAND TOTALS	86.661			$497,974.31	$8775.84	$568,330.46	$579,574.62

Note: For State's Share of Right-of-Way, see following sheet.

STATE'S SHARE OF RIGHT-OF-WAY ON
TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1st, 1944 TO DECEMBER 31st, 1944

County	Municipality	Name of Road	State's Share
Morris	Washington Twp.	Long Valley-Fairmount Road, Sec. 6	$409.68
		TOTAL	$409.68

TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31st, 1944

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			ATLANTIC COUNTY				
Buena Vista Twp.	Vine Road (Sec. 1)	Gravel	1.14	26'	Contract	$ 4,711.63	$ 5,235.14
Egg Harbor Twp.	Delaware Road	Gravel	2.90	20'	FA	1,800.00	2,000.00
Hammonton Town	Fifteenth St., Sec. 1 & 2 and Second Road	Gravel	1.86	26'	Contract	9,500.00	10,555.55
Somers Point City	Bethel Road	Gravel	1.22	26'	FA	5,000.00	5,555.56
			BERGEN COUNTY				
			None				
			BURLINGTON COUNTY				
Chester Twp.	Center Avenue, Drainage	Gr. & Drain.	.18	30'	Contract	8,750.00	9,722.22
Fieldsboro Boro.	Washington Street	Gravel	.47	30'	Contract	3,600.00	4,000.00
Lumberton Twp.	Masonville Road	Gravel BST	.34	30'	Contract	6,600.00	7,333.33
Woodland Twp.	Sooy Place-Hedger House Road, Sec. 2	Gravel	2.56	26'	Contract	11,310.00	12,566.66
Wrightstown Boro.	Springfield-Juliustown Road	Gravel	.32	26'	Contract	3,430.00	3,811.11
			CAMDEN COUNTY				
			None				
			CAPE MAY COUNTY				
			None				
			CUMBERLAND COUNTY				
Downe Twp.	Cove Road	Gravel	.40	26'	FA	1,800.00	2,000.00
Downe Twp.	Raybins Beach Road	Gravel	.70	26'	FA	4,050.00	4,500.00
Fairfield Twp.	Clark's Pond Road, Sec.2	Gravel	.65	30'	FA	3,150.00	3,500.00
Fairfield Twp.	Shoemaker Road	Gravel	.18	26'	FA	2,250.00	2,500.00
Fairfield Twp.	Stage Coach Road	Gravel	.88	26'	FA	4,050.00	4,500.00
Vineland Boro.	Gilmore & Harvard Sts.	Gravel BST	.25	24'-26'	FA	2,217.98	2,464.42

(Continued on Sheet #2)

TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31st, 1944 (Cont'd, Sheet #2)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			ESSEX COUNTY				
			None				
			GLOUCESTER COUNTY				
National Park Boro.	Asbury Ave., Sec. 2	Grav.,encl	.50	30'	FA	$ 2,070.00	$ 2,300.00
			HUDSON COUNTY				
			None				
			HUNTERDON COUNTY				
			None				
			MERCER COUNTY				
			None				
			MIDDLESEX COUNTY				
			None				
			MONMOUTH COUNTY				
Matawan Boro.	Mill Road	Gravel	.26	24'	FA	1,000.00	1,111.11
Raritan Twp.	Bethany Road, Sec. 2	Gravel	.85	24-26'	FA	2,000.00	2,222.22
Sea Girt Boro.	New York & Baltimore Blvds., The Crescent & First Avenue	Gravel & MIP Tr.	1.56	30-40'	Contract	7,365.29	8,183.65
			MORRIS COUNTY				
Morris Twp.	Western Ave., Secs. 2& 3	Type A	.81	20-30'	Contract	30,374.02	33,748.91
Riverdale Boro.	Matthews Road	Storm Sewer	.13	-	Contract	2,500.00	2,777.78

(Continued on Sheet #3)

TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31, 1944 (Cont'd, Sheet #3)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			OCEAN COUNTY				
Long Beach Twp.	Beach Ave., Sec. 2	Gravel	.57	30'	FA	$4,000.00	$4,444.44
			PASSAIC COUNTY				
Totowa Boro.	McKenney, Lincoln & Young Aves.	Bit.Pen.Mac.	.39	20-30'	Contract	8,000.00	8,888.88
			SALEM COUNTY				
Lower Penns Neck Twp.	Morningside Drive	Bit.Soil Stab.	.31	30'	FA	1,800.00	2,000.00
Lower Penns Neck Twp.	Union & Jaquette Sts.	Gravel BST	.50	30'	FA	3,600.00	4,000.00
			SOMERSET COUNTY				
Bernards Twp.	Martinsville-Liberty Cor., Sec. 5A & Old Pluckemin Rd. Ext.	Type A	.69	20-28'	Contract	16,876.77	18,751.96
			SUSSEX COUNTY				
Stillwater Twp.	Hampton-Mt. Benevolence Rd., Sec. 2	Gravel Cacl	.60	26'	FA	4,000.00	4,444.44
			UNION COUNTY				
			None				
			WARREN COUNTY				
			None				
	GRAND TOTALS		21.22			$155,805.69	$ 173,117.38

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1944

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
ATLANTIC COUNTY							
Absecon City	Church St. & Natlie Terr.	Bit.Conc.	.44	20'	Contract	$ 6,000.00	$ 6,666.67
Absecon City	Lee Av.,E.Bolton Av. & Franklin Blvd.	Bit.Conc.	.51	20'	Contract	5,300.00	5,888.88
Absecon City	Wyoming Av.,Huron Av. Sec.2	Bit.Conc.	.43	20'	Contract	6,000.00	6,666.67
Brigantine City	Brigantine Av.	BST	.7	20'	Contract	2,000.00	2,222.22
Brigantine City	Ocean Av.,Sec.2	Bit.Conc.	.3	20'	Contract	4,000.00	4,444.44
Egg Harbor Twp.	Delaware Rd.	BST	2.9	20'	Contract	4,500.00	5,000.00
Egg Harbor Twp.	Schoolhouse Rd.,Bevis Mill Rd.	Gravel,BST	1.55	26'	Contract	5,400.00	6,000.00
Egg Harbor City	Arago St.	Bit.Conc.	.19	20'	Contract	2,700.00	3,000.00
Egg Harbor City	Atlantic & Boston Avs.	Bit.Conc.	.39	20'	Contract	2,500.00	2,777.77
Egg Harbor City	Buerger St.,Norfolk Av., Campe St.,Claudius St.	Gravel,BST	1.16	20'	Contract	3,600.00	4,000.00
Egg Harbor City	Campe St. (paving)	Bit.Conc.	1.05	20'	Contract	6,300.00	7,000.00
Hamilton Twp.	Malaga Rd.,Sec.2&3(paving) & Secs.1,2,3(BST)	Gravel & BST	1.76	20 & 26'	Contract	8,500.00	9,444.44
Linwood City	Laurel Av.,Sec.2,Seaview, West,Devonshire Avs.	Bit.Conc.	.50	20'	Contract	7,000.00	7,777.77
Linwood City	Poplar Av.,Sec.3;VanSant Av.,Sec.2;Wabash Av.(pav.)	Bit.Conc.	.45	20'	Contract	6,300.00	7,000.00
Linwood City	VanSant Av. & Oak Grove Av.	Bit.Conc.	.34	20'	Contract	6,400.00	7,111.11
Margate City	Amherst Av.,Sec.2, & Monmouth Av.,Sec.3	Bit.Conc.	.69	20'	Contract	7,000.00	7,777.77
Margate City	Brunswick,Franklin, Frontenac,Gladstone,etc.	Bit.Conc.	1.13	20'	Contract	7,200.00	8,000.00
Margate City	Nassau,Osborne,Pembroke, Quincy,Rumson,Sumner Avs.	Bit.Conc.	1.20	25 & 31'	Contract	8,600.00	9,555.56
Mullica Twp.	Elwood-Weekstown,Sec.2	Gravel	1.02	26'	Contract	4,900.00	5,444.43
Mullica Twp.	Locust St.,Anderson St., Thurston Av.	Gravel	.90	20'	Contract	2,000.00	2,222.22
Mullica Twp.	Union Av.,Broadway,Elm St.,Atlantic Av.,Oak St., Egg Harbor Rd.	Gravel	2.42	30'	Contract	3,600.00	4,000.00

(continued on Sheet #2)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1944 (continued, Sheet #2)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			ATLANTIC COUNTY (continued)				
Mullica Twp.	Weymouth Av.	Gravel	1.80	30'	Contract	$ 3,200.00	$ 3,555.55
Northfield City	Davis Av.	Bit.Conc.	.35	20'	Contract	7,200.00	8,000.00
Northfield City	Fairbanks Av.	Bit.Conc.	.60	20'	Contract	9,100.00	10,111.11
Northfield City	Roosevelt Av., Fairway, Putting Green	Bit.Conc.	.60	20'	Contract	6,300.00	7,000.00
Pleasantville City	California, Edgewater & Glendale Avs.	Bit.Conc.	.72	20'	Contract	11,900.00	13,222.22
Pleasantville City	E.Reading, Walnut, Plaza Place & Clematis Av.	Bit.Conc.	.61	20'	Contract	7,200.00	8,000.00
Pleasantville City	Woodland & E.Edgewater Avs.	Bit.Conc.	.53	20'	Contract	9,100.00	10,111.11
Port Republic City	Blakes Lane & Adams Av.	Gravel	.62	26'	FA	1,800.00	2,000.00
Somers Point City	Groveland Av. & Bay Av.	Bit.Conc.	.53	20'	Contract	4,500.00	5,000.00
Somers Point City	Sunny Av., Groveland Av.	Gravel, BST	.55	36' & 42'	Contract	2,700.00	3,000.00
Ventnor City	Balfour, Freemont, Oxford, Suffolk, Somerset Avs.	Gravel	1.05	30'	Contract	8,100.00	9,000.00
Weymouth Twp.	Estell Av.	Gravel	2.00	26'	FA	1,800.00	2,000.00
			BERGEN COUNTY				
Cliffside Park Boro.	Lafayetta Av., Sec.2 (paving)	Bit.Pen.Mac.	.15	30'	Contract	5,400.00	6,000.00
Englewood Cliffs Boro.	Pershing Rd.	Bit.Pen.Mac.	.42	18'	Contract	9,000.00	10,000.00
Fair Lawn Boro.	Berdan Av.	Bit.Pen.Mac.	1.25	20'	Contract	20,000.00	22,222.22
Hohokus Twp.	Miller Rd.	Bit.Pen.Mac.	.35	20'	Contract	4,500.00	5,000.00
Hohokus Twp.	Miller Rd., Sec.2	Bit.Pen.Mac.	.15	20'	Contract	4,000.00	4,444.44
Hohokus Twp.	Miller Rd., Sec.3	Bit.Pen.Mac.	.25	20'	Contract	5,000.00	5,555.55
Maywood Boro.	Spring Valley Rd., Sec.2	Bit.Pen.Mac.	.70	20'	Contract	2,900.00	3,222.22
Moonachie Boro.	Henry St.	Bit.Pen.Mac.	.26	16'	Contract	5,400.00	6,000.00
Old Tappan Boro.	Washington Av.North	Bit.Pen.Mac.	.91	18'	Contract	12,600.00	14,000.00
Ridgefield Boro.	Elm Av., Sec.2, N.Y. St. & Ray Av.	Bit.Pen.Mac.	.48	20'	Contract	18,000.00	20,000.00
River Vale Twp.	Sand Rd., Sec.2	Bit.Pen.Mac.	.22	20 & 28'	Contract	5,000.00	5,555.55
River Vale Twp.	Poplar Rd.	Bit.Pen.Mac.	.61	18'	Contract	8,100.00	9,000.00

(continued on Sheet #3)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31st, 1944 (continued, Sheet #3)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
BERGEN COUNTY (continued)							
South Hackensack Twp.	Chestnut St.	Bit.Pen.Mac.	.35	20'	Contract	$5,800.00	$6,444.44
South Hackensack Twp.	Calico Neck Rd.	Bit.Conc.	.75	20'	Contract	2,700.00	3,000.00
Tenafly Boro.	Hudson Av.	Bit.Pen.Mac.	.11	30'	Contract	4,600.00	5,111.11
Wyckoff Twp.	Grandview Av.,Sec.2	Bit.Pen.Mac.	.25	20'	Contract	4,500.00	5,000.00
BURLINGTON COUNTY							
Bass River Twp.	Old Atlantic City Rd. & S. Maple Av.	Gravel,BST	1.20	26'	Contract	3,720.00	4,133.33
Beverly City	Bridge,Parker & Oak Sts.	Gravel,BST	.35	30'	Contract	1,800.00	2,000.00
Beverly City	Penna.Av.,Various Sts.	Gravel,BST	2.00	30'	Contract	1,500.00	1,666.66
Bordentown City	West St.	Reinf.Conc.	.15	24'	Contract	5,000.00	5,555.55
Chester Twp.	Coles Av.(paving)	Bit.Conc.	.66	30'	Contract	9,000.00	10,000.00
Chesterfield Twp.	Sykesville-Chesterfield Rd.	Gravel	.56	26'	Contract	3,600.00	4,000.00
Cinnaminson Twp.	Lenola Rd.	Gravel	.93	30'	Contract	6,000.00	6,666.65
Cinnaminson Twp.	Forklanding Rd.	Gravel,BST	1.78	30'	Contract	7,200.00	8,000.00
Delanco Twp.	Walnut,Chestnut Sts.	Bit.Pen.Mac.	.34	30'	Contract	3,600.00	4,000.00
Delran Twp.	Garwood Rd.	Gravel,BST	1.00	30'	Contract	6,800.00	7,555.55
Eastampton Twp.	Railroad Av.	Gravel,BST	1.20	30'	Contract	3,600.00	4,000.00
Evesham Twp.	Evans Rd.	Gravel,BST	1.50	30'	Contract	5,400.00	6,000.00
Florence Twp.	Potts Mill Rd. & Cedar Lane	Gravel,BST	1.85	30'	Contract	5,709.35	6,345.72
Florence Twp.	Railroad Av.	Gravel	.65	30'	Contract	3,600.00	4,000.00
Florence Twp.	Station Av.,Maple Av.	Gravel,BST	.57	30'	Contract	4,500.00	5,000.00
Hainesport Twp.	Phillips Rd.	Gravel,BST	1.00	30'	Contract	3,600.00	4,000.00
Lumberton Twp.	Eayrestown-Kirby's Mill Rd.	Gravel,BST	.70	30'	Contract	2,700.00	3,000.00
Mansfield Twp.	Hedding-Mansfield Rd.	Gravel,BST	1.60	30'	Contract	2,700.00	3,000.00
Mansfield Twp.	Petticoat Bridge Rd.	Gravel	1.27	26'	Contract	11,600.00	12,888.88
Medford Twp.	Masonville Rd.,Sec.2	Gravel,BST	.49	30'	Contract	6,047.61	6,719.56
Medford Twp.	Melrose Station Rd.	Gravel	.50	30'	Contract	1,800.00	2,000.00
Medford Lakes Boro.	Tabernacle & McKendemen Rds.	Gravel	.50	26'	Contract	4,260.00	4,733.33
Mount Holly Twp.	Washington St.	Bit.Conc.	.25	30-40'	Contract	9,000.00	10,000.00

(continued on Sheet #4)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #4)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			BURLINGTON COUNTY (continued)				
Mount Laurel Twp.	Elbo Lane, Sec.2	Gravel, cacl.	1.12	26'	Contract	$8,800.00	$9,777.77
North Hanover Twp.	Paulson Rd., Sec.2	Gravel, BST	1.60	30'	Contract	1,800.00	2,000.00
Palmyra Boro.	Charles St.	Gravel, BST	.28	30'	Contract	1,800.00	2,000.00
Pemberton Twp.	New Lisbon Rd.	Gravel, cacl.	.41	30'	Contract	2,700.00	3,000.00
Riverside Twp.	Monroe, Adams, Jefferson & Washington Sts.	Gravel, BST	.54	30'	Contract	3,000.00	3,333.33
Riverside Twp.	Rancocas, Lippincott Avs.	Gravel, BST	.70	30'	Contract	2,700.00	3,000.00
Shamong Twp.	Smalls-Oak Shade Rd.	Gravel, BST	1.40	30'	Contract	14,400.00	16,000.00
Springfield Twp.	Three Tuns Rd.	Gravel, BST	1.20	30'	Contract	7,200.00	8,000.00
Tabernacle Twp.	Carranza Monument Rd.	Gravel, BST	3.00	30'	Contract	5,000.00	5,555.55
Willingboro Twp.	Stokes Rd.	Gravel, BST	1.10	30'	Contract	3,500.00	3,888.88
			CAMDEN COUNTY				
Audubon Boro.	Wyoming Av.	Bit.Conc.	.90	30-34'	Contract	10,000.00	11,111.11
Audubon Boro.	Wyoming Av., Sec.2	Bit.Conc.	.70	30'	Contract	10,000.00	11,111.11
Barrington Boro.	Wood Av.	Gravel, cacl.	.64	26-30'	Contract	3,540.00	3,933.33
Delaware Twp.	Cropwell Rd.	Gravel, BST	2.20	30'	Contract	17,085.00	18,983.33
Delaware Twp.	Mill Rd., Green Tree & Marlkress Rds.	Gravel, BST	2.87	30'	Contract	6,855.88	7,617.64
Delaware Twp.	Murray St., Sherwood & Mercer Avs.	Gravel, BST	1.00	30'	Contract	8,550.00	9,500.00
Delaware Twp.	State St.	Gravel, BST	.80	30'	Contract	9,000.00	10,000.00
Gloucester Twp.	Williamstown-Chews Landing Rd.	Gravel, BST	2.01	30'	Contract	7,000.00	7,777.78
Gloucester Twp.	Williamstown-Chews Landing Rd., Sec.2	Gravel, BST	.68	30'	Contract	4,050.00	4,500.00
Haddonfield Boro.	Kings Highway	Bit.Conc.	.44	47.2'	Contract	32,190.00	35,766.66
Laurel Springs Boro.	E. Atlantic Av.	Bit.Pen.Mac.	.55	20-23'	Contract	17,505.47	19,450.52
Laurel Springs Boro.	Summit Av.	Gravel, BST	.15	26'	Contract	900.00	1,000.00
Magnolia Boro.	E. Atlantic Av., Sec.2	Plain Conc.	.24	20'	Contract	9,000.00	10,000.00
Oaklyn Boro.	Sylvan Av.	Reinf.Conc.	.08	20'	Contract	4,000.00	4,444.44
Oaklyn Boro.	Sylvan Av., Sec.2	Bit.Conc.	.21	20'	Contract	4,500.00	5,000.00
Pennsauken Twp.	Irving Av.	Plain Conc.	.08	30'	Contract	3,600.00	4,000.00
Pennsauken Twp.	Union Av., Sec.2	Bit.Pen.Mac.	.16	20'	Contract	3,510.00	3,900.00

(continued on Sheet #5)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #5)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Methof od Construction	State Funds	State and Municipal Funds
			CAMDEN COUNTY (continued)				
Pennsauken Twp.	Union Av., Sec.3	Bit.Pen.Mac.	.59	20'	Contract	$11,700.00	$13,000.00
Runnemede Boro.	Singley Av.	Gravel, BST	.20	30'	Contract	900.00	1,000.00
Somerdale Boro.	E. Atlantic Av.	Bit.Pen.Mac.	.64	20'	Contract	13,500.00	15,000.00
Waterford Twp.	Bartram Av. & Cooper Folly Rd.	Gravel	.71	30'	Contract	4,072.50	4,525.00
Waterford Twp.	Genesee Av.	Gravel	.70	30'	Contract	3,060.00	3,400.00
Waterford Twp.	Linden Av.	Gravel	.85	30'	Contract	1,620.00	1,800.00
Waterford Twp.	Third St.	Gravel, BST	.37	30'	Contract	2,000.00	2,222.22
Winslow Twp.	Hayes Mill Rd.	Gravel, BST	.89	30'	Contract	6,000.00	6,666.67
Winslow Twp.	Old Chews Landing Rd., Sec.2	Gravel, BST	2.00	30'	Contract	3,700.00	4,111.11
Winslow Twp.	Spring Garden St.	Gravel, BST	1.60	30'	Contract	6,840.00	7,600.00
			CAPE MAY COUNTY				
Avalon Boro.	Second Av.	Gravel	.46	30'	FA	1,706.00	1,895.56
Avalon Boro.	2nd, 1st, Avalon Avs., 7th & 24th Sts.	BST	3.32	20'	Contract	2,500.00	2,777.78
Avalon Boro.	Second Av., Sec.2	Gravel	2.44	30'	Contract	2,500,00	2,777.78
North Wildwood City	4th, 5th, 9th, 10th & 18th Avs.	Bit.Conc.	1.04	20'	Contract	15,000.00	16,666.67
North Wildwood City	12th, 13th, 14th, 15th 16th, 24th, Delaware Avs.	Bit.Conc.	.85	20'	Contract	15,000.00	16,666.67
North Wildwood City	11th Av., 13th, 15th, 16th, 19th, 20th, 21st Sts.	Bit.Conc.	1.02	20'	Contract	15,000.00	16,666.67
Ocean City	3rd & Various Sts.	Bit.Conc.	1.27	20'	Contract	17,500.00	19,444.44
Ocean City	18th, 13th, 5th Sts. & Atlantic Blvd.	Bit.Conc.	1.23	20'	Contract	17,500.00	19,444.44
Sea Isle City	Central Av.	Bit.Conc.	.36	20'	Contract	5,000.00	5,555.55
Sea Isle City	Central, 43, 42, 35, 34, 33, 32, 45th & Park Rd.	Bit.Conc.	.67	20'	Contract	5,000.00	5,555.56
Sea Isle City	Central, W.Jersey, 40, 39th & 38th Sts.	Bit.Conc.	.64	20'	Contract	5,000.00	5,555.55
Stone Harbor Boro.	104th St.	Bit.Conc.	.57	20'	Contract	4,000.00	4,444.44
Stone Harbor Boro.	104th St., Golden Gate Rd.	Bit.Conc.	.87	20'	Contract	8,000.00	8,888.88

(continued on Sheet #6)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #6)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
CAPE MAY COUNTY (continued)							
Wildwood City	N.J.(E.&W.),N.Y.,Leaming, Bennett & Hildreth Sts.	Bit.Conc.	.88	20-37'	Contract	$12,000.00	$13,333.33
Wildwood City	N.Y.,N.J.,Pine,Leaming, etc.	Bit.Conc.	1.76	20'	Contract	12,000.00	13,333.33
Wildwood Crest Boro.	Atlantic Av.	Gravel,BST	.52	30'	Contract	6,000.00	6,666.66
Wildwood Crest Boro.	Crocus,Forgetmenot Rds.	Bit.Conc.	.38	27'	Contract	2,000.00	2,222.22
Woodbine Boro.	Adams Av.,Sec.2	Bit.Conc.	.13	20'	Contract	2,000.00	2,222.22
Woodbine Boro.	Adams Av. & DeHirsch Av.	Bit.Conc.	.56	20'	Contract	2,000.00	2,222.22
Woodbine Boro.	Adams Av.,Sec.3	Bit.Conc.	.25	20'	Contract	2,000.00	2,222.22
CUMBERLAND COUNTY							
Commercial Twp.	Goose Island Rd.	Gravel	.20	26'	FA	1,620.00	1,800.00
Commercial Twp.	Jeffreys Rd.	Gravel	.70	30'	Contract	1,530.00	1,700.00
Commercial Twp.	Light House Rd.	Gravel	1.50	26'	Contract	2,700.00	3,000.00
Commercial Twp.	Miller Rd.	Gravel	.60	26'	Contract	4,050.00	4,500.00
Commercial Twp.	Snow Hill Rd.,Sec.2	Gravel,cacl	1.00	26'	FA	3,420.00	3,800.00
Commercial Twp.	Snow Hill Rd.,Sec.3	Gravel	.30	26'	Contract	1,350.00	1,500.00
Deerfield Twp.	Jesse Bridge Rd.,Sec.1	Gravel	.90	26'	FA	6,120.00	6,800.00
Deerfield Twp.	Willow St.,Poplar St., Sec.2,Maxim,Wooster Avs.	Gravel	1.00	30'	FA	2,980.00	3,311.11
Downe Twp.	Gandy Rd.	Gravel	.40	26'	FA	1,980.00	2,200.00
Downe Twp.	Dr.Johnson Rd.	Gravel	.60	26'	FA	3,150.00	3,500.00
Greenwich Twp.	Stock Rd.	BST	1.00	20'	Contract	1,620.00	1,800.00
Greenwich Twp.	Wheaton Island Rd.	BST	1.00	20'	Contract	1,300.00	1,444.44
Landis Twp.	Bennett's Mill Rd.	Gravel	2.00	30'	Contract	4,950.00	5,500.00
Landis Twp.	Italia,Florence,West Avs.	Gravel	2.00	30'	Contract	3,600.00	4,000.00
Landis Twp.	Park Drive	Bit.Conc.	.33	20'	Contract	5,186.15	5,762.89
Lawrence Twp.	Eagle Island-Cedar Creek	Grading	1.00	-	FA	3,240.00	3,600.00
Lawrence Twp.	Eagle Island-Cedar Creek	Gravel	1.00	26'	Contract	2,160.00	2,400.00
Stow Creek Twp.	Frank Davis Rd.	Gravel	.90	30'	Contract	4,500.00	5,000.00
Upper Deerfield Twp.	Love Lane	Gravel (Reconstr.)	1.30	26'	FA	3,400.00	3,777.77
Vineland Boro.	Eighth St.	Bit.Conc.	1.00	26'	Contract	9,000.00	10,000.00
Vineland Boro.	Peach St.	Bit.Conc.	1.00	26'	Contract	9,000.00	10,000.00

(continued on Sheet #7)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #7)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
CUMBERLAND COUNTY (continued)							
Vineland Boro.	Plum St.	Bit.Conc.	1.00	28'	Contract	$ 4,500.00	$5,000.00
ESSEX COUNTY							
Bellville Town	Belmont Av.	Bit.Conc.	.48	36'	Contract	27,000.00	30,000.00
Caldwell Boro.	Prospect St.	Bit.Pen.Mac.	.45	20-30'	Contract	9,000.00	10,000.00
Cedar Grove Twp.	Sherman Av.	Bit.Pen.Mac.	.42	30'	Contract	13,950.73	15,500.81
Essex Fells Boro.	Rensselaer Rd.,Sec.3, Old Chester,Fells Rd.	Bit.Conc.	1.60	25'	Contract	9,000.00	10,000.00
Essex Fells Boro.	Rensselaer Rd.,Sec.4	Bit.Conc.	.37	25'	Contract	9,000.00	10,000.00
Glen Ridge Boro.	Ridgewood Av.	Bit.Conc.	2.00	20-46'	Contract	50,000.00	55,555.55
Irvington Town	Brookside Av.	Reinf.Conc.	.01	30'	Contract	6,840.00	7,600.00
Irvington Town	Hawthorne Av.	Sheet Asphalt	.03	30'	Contract	4,230.00	4,700.00
Irvington Town	North Maple Av.	Reinf.Conc.	.08	50'	Contract	8,300.00	9,222.22
Irvington Town	Olson Place	Plain Conc.	.04	30'	Contract	1,800.00	2,000.00
Irvington Town	Stanley St.	Bit.Conc.	.05	30'	Contract	3,110.00	3,455.55
Irvington Town	Union Av.,Sec.2	Bit.Conc.	.63	30'	Contract	18,850.00	20,944.44
Irvington Town	Western Parkway	Reinf.Conc.	.10	30'	Contract	3,000.00	3,333.33
Livingston Twp.	Burnett St.	Bit.Pen.Mac.	.27	30'	Contract	11,500.00	12,777.78
Livingston Twp.	Crescent Rd.	Bit.Pen.Mac.	.33	30'	Contract	7,625.60	8,472.89
Livingston Twp.	Hillside Av.,Sec.2	Bit.Pen.Mac.	.83	22'	Contract	9,000.00	10,000.00
Maplewood Twp.	Burnett Av.Widening, Sec.2	Reinf.Conc.	.19	20'	Contract	10,948.21	12,164.68
Maplewood Twp.	Cedar Lane	Plain Conc.	.24	30'	Contract	16,000.00	17,777.78
Maplewood Twp.	Valley St.,Sec.3	Reinf.Conc.	.08	40'	Contract	5,000.00	5,555.56
Millburn Twp.	Hobart Av.	Bit.Conc.	.80	30'	Contract	17,872.41	19,858.23
Verona Boro.	Derwent Av.	Bit.Conc.	.35	28'	Contract	12,000.00	13,333.33
West Caldwell Boro.	Park Av.,Sec.2, & Washington Av.	Bit.Conc.	.27	30'	Contract	12,000.00	13,333.33
West Caldwell Boro.	Park Av.,Sec.3	Bit.Conc.	.20	30'	Contract	5,000.00	5,555.55
West Caldwell Boro.	Washington Av.,Sec.2	Bit.Conc.	.21	30'	Contract	11,500.00	12,777.78
West Orange Town	Mountain Av.	Bit.Pen.Mac.	.74	24-30'	Contract	29,970.00	33,300.00
GLOUCESTER COUNTY							
Clayton Boro.	High St.	Bit.Conc.	.75	20'	Contract	7,500.00	8,333.33
Clayton Boro.	Maple St.	Bit.Conc.	.31	20'	Contract	4,500.00	5,000.00

(continued on Sheet #8)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #8)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
		GLOUCESTER COUNTY (continued)					
Clayton Boro.	Pearl St.	Bit.Conc.	.65	20'	Contract	$4,500.00	$5,000.00
Deptford Twp.	1st,2nd,3rd,6th,Summit, etc.	Gravel,BST	1.59	30'	Contract	6,000.00	6,666.67
Deptford Twp.	Florence,Woodland, Gilbert,etc.	Gravel	1.12	30'	Contract	7,000.00	7,777.77
East Greenwich Twp.	Lodge,Berkley, etc.	Gravel,BST	1.70	30'	Contract	8,630.00	9,588.88
East Greenwich Twp.	Bell,Berkley,County House,Jessup Mill Rds.	Gravel,BST	2.35	30'	Contract	370.00	411.11
Elk Twp.	Buck Rd.,Sec.4	Gravel,cacl	.20	30'	Contract	720.00	800.00
Elk Twp.	Ewan-Bridgeton Rd.	Gravel,cacl	1.20	30'	Contract	4,000.00	4,444.44
Elk Twp.	Harrisonville-Ferrell Rd.,Sec.2	Gravel,BST	.50	30'	Contract	1,800.00	2,000.00
Elk Twp.	Stanger Av.	Gravel,BST	1.20	30'	Contract	2,200.00	2,444.44
Franklin Twp.	Brewster Rd.,Sec.2	Gravel,BST	1.30	30'	FA	1,500.00	1,666.66
Franklin Twp.	Marshall Mill Rd.,Sec.3	Gravel,cacl	1.60	30'	Contract	7,000.00	7,777.78
Glassboro Boro.	Fish Pond Rd.	Gravel,BST	1.00	30'	FA	4,320.00	4,800.00
Glassboro Boro.	Franklin St.,Railroad Av.,Market Place,etc.	Gravel,BST	1.95	30'	Contract	10,000.00	11,111.10
Glassboro Boro.	Princeton,Columbia, Pennsylvania Rds.,etc.	Gravel,BST	2.00	30'	Contract	3,680.00	4,088.88
Greenwich Twp.	Jefferson St.	Gravel,cacl	.25	30'	FA	1,102.50	1,225.00
Greenwich Twp.	Rambo Av.,Sec.2	Gravel,cacl	.12	30'	FA	756.00	840.00
Greenwich Twp.	Swedesboro Rd.,Sec.2	Gravel,cacl	.50	30'	FA	2,115.00	2,350.00
Greenwich Twp.	Washington,Maple,Walnut Avs. & Pine St.	Bit.Conc.	.60	20'	Contract	4,526.50	5,029.44
Greenwich Twp.	Watkins Av.,Weiss Av., Centre St.Ext.,etc.	Gravel	2.51	30'	Contract	5,000.00	5,555.55
Greenwich Twp.	Washington,Railroad,N. Home Avs.,etc.	Bit.Conc.	1.95	20-30'	Contract	4,000.00	4,444.44
Harrison Twp.	Back Creek Rd.,Sec.2	Gravel,cacl	1.20	30'	FA	4,300.00	4,777.77
Harrison Twp.	Bishop Rd.	Gravel,BST	1.80	30'	Contract	4,200.00	4,666.66
Harrison Twp.	Jackson Rd.	Gravel,cacl	1.20	30'	Contract	4,000.00	4,444.44
Harrison Twp.	Souder Rd.	Gravel,cacl	.85	30'	FA	3,000.00	3,333.33
Logan Twp.	Township Line Rd.	Gravel,BST	1.23	30'	Contract	5,500.00	6,111.10

(continued on Sheet #9)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #9)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
GLOUCESTER COUNTY (continued)							
Mantua Twp.	Various Sts. in Sewell & Mantua (1943)	Gravel	2.50	30'	Contract	$5,000.00	$5,555.56
Mantua Twp.	Various Sts. in Sewell & Mantua (1944)	Gravel,BST	1.20	30'	Contract	4,500.00	5,000.00
Monroe Twp.	Jackson Rd.	Gravel,BST	5.00	30'	Contract	4,500.00	4,999.99
Monroe Twp.	Malaga Rd.	Gravel	3.61	30'	Contract	7,000.00	7,777.78
National Park Boro.	Girard Av. & 5th St.	Gravel,BST	1.00	30'	Contract	3,070.00	3,411.10
National Park Boro.	Third St.	Gravel	.20	30'	FA	930.00	1,033.33
National Park Boro.	Third St.,Sec.2, & 4th St.	Gravel	.85	30'	Contract	3,000.00	3,333.33
Newfield Boro.	Church,Rena,Helena, Pearl,Arch,Hazel Sts.	Gravel,BST	2.00	26-30'	Contract	7,000.00	7,777.76
Paulsboro Boro.	Fifth St.	Plain Conc.	.42	20'	Contract	10,500.00	11,666.65
Pitman Boro.	Lake,Lakeview,Long, Walnut,etc.	Bit.Conc.	2.62	20'	Contract	10,200.94	11,334.38
Pitman Boro.	Longmere,Snyder,N. Fernwood,etc.	Bit.Conc.	1.05	20'	Contract	7,500.00	8,333.33
Pitman Boro.	Wesley Av.,Mansfield Av. & Blvd.	Bit.Conc.	.65	20'	Contract	9,000.00	10,000.00
South Harrison Twp.	Harrisonville-Ferrell Rd.,Sec.1	Gravel,cacl	1.00	30'	Contract	2,800.00	3,111.11
South Harrison Twp.	Harrisonville-Ferrell Rd.,Secs.2 & 3	Gravel,BST	2.00	30'	Contract	3,300.00	3,666.66
South Harrison Twp.	Richwood-Harrisonville Rd.,Sec.4	Gravel,cacl	.40	30'	FA	1,400.00	1,555.55
Swedesboro Boro.	Merkling St.,South Av.	Gravel	.50	30'	Contract	4,000.00	4,444.44
Swedesboro Boro.	Merkling St.,South Av., Bridgeton Av.,Glass St.	Gravel	.75	30'	Contract	3,500.00	3,888.89
Washington Twp.	Downer Rd.	Gravel,BST	.80	30'	Contract	2,680.49	2,978.32
Washington Twp.	Eastview,Linwood,Edgewater,Melbourne,Arbutus	Gravel,BST	1.10	30'	Contract	4,500.00	5,000.00
Wenonah Boro.	Poplar St.,S.Marion Av.	Drainage	.29	-	Contract	4,000.00	4,444.44
Wenonah Boro.	W.Cedar St.,S.W.Av. Sec. 2,Cherry & Poplar Sts.	Gravel,cacl	.54	30'	Contract	3,500.00	3,888.89
Wenonah Boro.	Willow St.,Cherry St.Sec. 2,Poplar St.,Sec.2	Gravel	1.02	30'	Contract	3,500.00	3,888.89

(continued on Sheet #10)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #10)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			GLOUCESTER COUNTY (continued)				
West Deptford Twp.	Asbury, E. Columbia, Philadelphia, Walnut Avs.	Gravel	1.20	30'	Contract	$4,400.00	$4,888.89
West Deptford Twp.	Hillside Rd., Walnut St., Shields & Lynn Avs.	Gravel	1.30	30'	Contract	4,500.00	5,000.00
West Deptford Twp.	5th, 6th & Manhattan St.	Gravel, BST	.25	30'	Contract	900.00	1,000.00
West Deptford Twp.	Verga & Franklin Avs.	Gravel, cacl	.26	30'	FA	1,800.00	2,000.00
Westville Boro.	Boundary Lane, Burr, Park, Delaware View Avs.	Gravel, BST	.80	30'	Contract	2,750.00	3,055.55
Westville Boro..	River Drive	Bit.Pen.Mac.	.50	20'	Contract	7,250.00	8,055.55
Westville Boro.	Burr, Delaware View, Parkview Drive, Park Av.	Gravel, BST	.64	30'	Contract	8,000.00	8,888.89
Woodbury City	Railroad Av.	Bit.Conc.	.31	30'	Contract	11,077.68	12,308.53
Woodbury City	Tatum St.	Bit.Pen.Mac.	.09	26'	Contract	1,690.00	1,777.77
Woodbury City	Various streets	Bit.Conc.	-	20'	Contract	19,000.00	21,111.11
Woodbury City	W.Centre St., E.Red Bank Av.	Bit.Conc.	1.07	20'	Contract	7,500.00	8,333.33
Woodbury Heights Boro.	Fourth St., Sec.3	Gravel	.49	30'	Contract	2,500.00	2,777.78
Woodbury Heights Boro.	Lincoln, Spruce Avs.	Gravel	.47	30'	Contract	3,000.00	3,333.33
Woodbury Heights Boro.	Park & W.Jersey Avs.	Gravel	.95	30'	Contract	3,000.00	3,333.33
Woolwich Twp.	Back Creek Rd.	Gravel, BST	1.85	30'	Contract	2,400.00	2,666.66
Woolwich Twp.	Kelley Rd., Sec.1	Gravel, cacl	1.00	30'	FA	3,600.00	4,000.00
Woolwich Twp.	Kelley Rd., Sec.2	Gravel, cacl	.50	30'	FA	2,000.00	2,222.22
Woolwich Twp.	Kelley Rd., Sec.3	Gravel, BST	.35	30'	Contract	1,260.00	1,400.00
Woolwich Twp.	Pedricktown-Harrisonville Rd., Sec.3	Gravel, cacl	.80	30'	Contract	4,000.00	4,444.44
Woolwich Twp.	Pedricktown-Harrisonville Rd., Sec.4	Gravel, BST	2.00	30'	Contract	2,740.00	3,044.44
			HUDSON COUNTY				
East Newark Boro.	Grant Av.	Plain Conc.	.22	30'	Contract	27,000.00	30,000.00
East Newark Boro.	John St.	Plain Conc.	.22	30'	Contract	20,000.00	22,222.22
Guttenberg Town	Park Av.	Plain Conc.	.20	36'	Contract	30,000.00	33,333.33
Guttenberg Town	70th St., Sec.4	Plain Conc.	.15	30'	Contract	25,000.00	27,777.78
Kearny Town	Jacobus Av.	Plain Conc.	.64	36'	Contract	45,000.00	50,000.00
Kearny Town	Pennsylvania Av.	Bit.Conc.	.35	36'	Contract	38,000.00	42,222.22

(continued on Sheet #11)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #11)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
HUDSON COUNTY (continued)							
North Bergen Twp.	Granton Av.	Plain Conc.	.52	40'	Contract	$73,000.00	$81,111.11
Secaucus Town	John St.	Plain Conc.	.13	30'	Contract	25,000.00	27,777.78
Weehawken Twp.	Baldwin Av.	Plain Conc.	.09	42'	Contract	27,000.00	30,000.00
West New York Town	Palisade Av., Sec.1	Sheet Asphalt	.62	30-36'	Contract	30,000.00	33,333.33
West New York Town	Park Av., Sec.3	Plain Conc.	.42	36-50'	Contract	10,000.00	11,111.11
HUNTERDON COUNTY							
Alexandria Twp.	Nielson's Cor.-Mechling's Cor.Rd.	Bit.Pen.Mac.	2.85	18'	Contract	1,800.00	2,000.00
Alexandria Twp.	Nielson's Cor.-Mechling's Cor., Sec.2	Bit.Pen.Mac.	2.70	18'	Contract	6,000.00	6,666.67
Alexandria Twp.	Nielson's Cor.-Mechling's Cor., Sec.3	Bit.Pen.Mac.	2.40	18'	Contract	5,000.00	5,555.55
Bethlehem Twp.	Pattenburg-Norton Rd.	Bit.Pen.Mac.	.85	18'	Contract	5,000.00	5,555.55
Bethlehem Twp.	Pattenburg-Norton, Sec.2	Bit.Pen.Mac.	.85	18'	Contract	6,500.00	7,222.22
Bloomsbury Boro.	High, Valley, Gardner Sts.	Bit.Conc.	1.23	18-20'	Contract	4,000.00	4,444.44
Bloomsbury Boro.	Willow Av., Railroad Av., Gardner, Wilson	Bit.Conc.	.98	18-20'	Contract	1,500.00	1,666.66
Clinton Twp.	Annandale-High Bridge Rd., Sec.3	Bit.Pen.Mac.	.30	18'	Contract	5,400.00	6,000.00
Clinton Twp.	Clinton-Hamden Rd.	Bit.Pen.Mac.	1.10	18'	Contract	20,250.00	22,499.99
Clinton Twp.	Stanton Station-Hamden	Bit.Pen.Mac.	1.10	18'	Contract	4,500.00	5,000.00
Delaware Twp.	Ringoes-Croton, Sec.5	Bit.Pen.Mac.	3.50	18'	Contract	5,500.00	6,111.11
Delaware Twp.	Ringoes-Croton, Sec.6	Bit.Pen.Mac.	3.00	18'	Contract	5,000.00	5,555.55
East Amwell Twp.	Van Liew's Cor.-Hopewell Rd.	Bit.Pen.Mac.	2.10	18'	Contract	10,000.00	11,111.10
Franklin Twp.	Quakertown-Oak Grove Grange Rd.	Bit.Conc.	1.80	18'	Contract	14,500.00	16,111.10
Franklin Twp.	River Rd., Sec.2	Bit.Conc.	.13	18'	Contract	2,250.00	2,500.00
Frenchtown Boro.	Barbertown Rd.	Bit.Conc.	.40	18'	Contract	2,250.00	2,500.00
Frenchtown Boro.	Milford Rd.	Bit.Conc.	.12	18'	Contract	2,250.00	2,500.00
Holland Twp.	Spring Mills-Holland Church Rd., Sec.5	Bit.Pen.Mac.	.95	18-28'	Contract	4,000.00	4,444.44
Lambertville City	Elm, Church, George Sts.	Bit.Conc.	.39	24-28'	Contract	6,649.37	7,388.19

(continued on Sheet #12)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #12)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			HUNTERDON COUNTY (continued)				
Lambertville City	Lambert, Delevan, Wilson Sts.	Bit.Conc.	.44	20-24'	Contract	$6,000.00	$6,666.67
Lebanon Twp.	Califon-Changewater Rd.	Bit.Pen.Mac.	6.00	18'	Contract	29,000.00	32,222.22
Lebanon Twp.	Glen Gardner-Woodglen Rd., Sec.5	Bit.Pen.Mac.	.13	18'	Contract	2,250.00	2,500.00
Raritan Twp.	Flemington-Reaville, Sec.1	Bit.Pen.Mac.	.27	18'	Contract	3,750.00	4,166.66
Raritan Twp.	Ringoes-Croton, Sec.5	Bit.Pen.Mac.	3.50	18'	Contract	7,000.00	7,777.78
Readington Twp.	Pleasant Run-Centerville Rd., Sec.2	Bit.Conc.	3.20	18'	Contract	14,000.00	15,555.55
Tewksbury Twp.	Cokesbury-Califon Rd., Sec.2	Bit.Pen.Mac.	1.00	18'	Contract	19,000.00	21,111.11
Union Twp.	Clinton-Tunison's Cor.Rd., Sec.4	Bit.Pen.Mac.	1.60	18'	Contract	7,500.00	8,333.33
Union Twp.	Pattenburg-Norton, Sec.2	Bit.Pen.Mac.	.30	18'	Contract	4,500.00	5,000.00
Union Twp.	Perryville-Mechlins Cor.Rd., Sec.2	Bit.Pen.Mac.	1.00	18'	Contract	5,400.00	6,000.00
West Amwell Twp.	Harbourton Rd.	Bit.Conc.	1.10	18'	Contract	10,700.00	11,888.88
			MERCER COUNTY				
East Windsor Twp.	Cranbury Crossroad	Gravel, BST	1.00	30'	Contract	5,700.00	6,333.33
Ewing Twp.	Federal City Rd.	Drainage	.80	-	FA	4,459.00	4,954.45
Ewing Twp.	Federal City Rd. (paving)	Bit.Pen.Mac.	.80	20'	Contract	13,941.00	15,489.99
Hamilton Twp.	Bear Swamp Rd., Sec.2	Bit.Pen.Mac.	.91	20'	Contract	14,700.00	16,333.33
Hamilton Twp.	Extonville Rd.	Gravel, BST	1.00	30'	Contract	5,400.00	6,000.00
Hamilton Twp.	Newkirk Av.	Bit.Conc.	.75	20'	Contract	16,200.00	18,000.00
Hamilton Twp.	Park Av. & Central Av.	Bit.Conc.	.75	20'	Contract	12,000.00	13,333.33
Hopewell Twp.	Moore's Sta.-Ackor's Cor.Rd., Sec.5	Bit.Pen.Mac.	.27	18'	Contract	8,100.00	9,000.00
Hopewell Twp.	Moore's Sta.-Ackor's Cor.Rd., Sec.6	Bit.Pen.Mac.	.30	18'	Contract	9,000.00	10,000.00
Hopewell Twp.	Moore's Sta.-Ackor's Cor.Rd., Sec.7	Bit.Pen.Mac.	.30	18'	Contract	9,000.00	10,000.00
Hopewell Boro.	Model Av., Sec.3	Bit.Conc.	.09	26'	Contract	4,500.00	5,000.00
Hopewell Boro.	Seminary Av.	Bit.Conc.	.14	26'	Contract	4,500.00	5,000.00

(continued on Sheet #13)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #13)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			MERCER COUNTY (continued)				
Lawrence Twp.	Princeton Tpke.,Sec.4	Bit.Pen.Mac.	.58	20'	Contract	$14,400.00	$16,000.00
Lawrence Twp.	Princeton Pike,Sec.5	Bit.Pen.Mac.	.50	20'	Contract	21,400.00	23,777.78
Pennington Boro.	Eglantine Av.	Bit.Conc.	.32	36'	Contract	13,100.00	14,555.55
Princeton Twp.	Princeton Pike,Sec.4	Bit.Pen.Mac.	.74	20'	Contract	21,833.94	24,259.93
Princeton Twp.	Witherspoon St.,Cherry Hill Rd.	Drainage	.36	-	Contract	4,500.00	5,000.00
Princeton Boro.	Clevelard Lane,Sec.2, & Boudinot St.	Bit.Conc.	.50	24-26'	Contract	10,000.00	11,111.10
Princeton Boro.	Hamilton Av.Ext.,Harold Av.,Murray Pl.,Olden Av.	Bit.Conc.	.70	20-26'	Contract	3,600.00	4,000.00
Washington Twp.	Robbinsville-Sharon Rd.,Sec.8	Bit.Pen.Mac.	.39	18'	Contract	16,200.00	18,000.00
Washington Twp.	Robbinsville-Sharon Rd.,Sec.8A	Bit.Pen.Mac.	.18	18'	Contract	4,500.00	5,000.00
Washington Twp.	Robbinsville-Sharon Rd.,Sec.9	Bit.Pen.Mac.	.90	18'	Contract	9,000.00	10,000.00
West Windsor Twp.	Alexander Rd.,Sec.3	Bit.Pen.Mac.	.67	20'	Contract	7,200.00	8,000.00
West Windsor Twp.	Cranbury Neck Rd.	Bit.Soil Stab.	1.55	18'	Contract	11,700.00	13,000.00
			MIDDLESEX COUNTY				
Carteret Boro.	Hudson St.,Chrome Av.	Reinf.Conc.	.36	30'	Contract	16,000.00	17,777.78
Cranbury Twp.	Cranbury Station-Wyckoff's Mill Rd.	Gravel,BST	1.00	26'	Contract	672.06	746.73
Dunellen Boro.	Madison Av.	Reinf.Conc.	.60	20'	Contract	19,800.00	22,000.00
East Brunswick Twp.	Dutch Rd.	Bit.Conc.	2.00	20'	Contract	8,000.00	8,888.88
East Brunswick Twp.	Dutch Rd.,Sec.2	Bit.Conc.	.75	20'	Contract	9,000.00	10,000.00
East Brunswick Twp.	Dutch Rd.,Sec.3	Bit.Conc.	.60	20'	Contract	9,000.00	10,000.00
East Brunswick Twp.	Dutch Rd.,Sec.4	Bit.Conc.	.40	20'	Contract	9,000.00	10,000.00
Madison Twp.	Mundy Av.	Gravel,BST	1.60	20'	Contract	5,425.00	6,027.77
Madison Twp.	Mundy Av.,Sec.2	Gravel,BST	.76	20'	Contract	5,000.00	5,555.55
Middlesex Boro.	Mountain Av.,Sec.2A	Bit.Conc.	.27	20'	Contract	6,075.00	6,750.00
Piscataway Twp.	S. Randolphville Rd.	Bit.Conc.	1.20	20'	Contract	7,000.00	7,777.78
Plainsboro Twp.	St.Joseph's College Rd.	Bit.Conc.	1.00	18'	Contract	19,000.00	21,111.11
Raritan Twp.	New Dover Rd.,Sec.1	Bit.Conc.	.75	20'	Contract	4,500.00	5,000.00

(continued on Sheet #14)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #14)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			MIDDLESEX COUNTY (continued)				
Raritan Twp.	New Dover Rd., Sec.2	Bit.Conc.	.75	20'	Contract	$9,000.00	$10,000.00
South Brunswick Twp.	Cottageville-Fresh Ponds Rd., Sec.4	Bit.Conc.	1.00	20'	Contract	8,200.00	9,111.11
South Brunswick Twp.	Cottageville-Fresh Ponds Rd., Sec.5	Bit.Conc.	1.00	20'	Contract	10,000.00	11,111.11
South Brunswick Twp.	Cottageville-Fresh Ponds Rd., Sec.6	Bit.Conc.	1.20	20'	Contract	10,000.00	11,111.11
South Brunswick Twp.	Cottageville-Fresh Ponds Rd., Sec.7	Bit.Conc.	.80	20'	Contract	12,600.00	14,000.00
South Plainfield Boro.	Central Av.	Bit.Conc.	.23	20'	Contract	5,000.00	5,555.55
South Plainfield Boro.	Dumont Av.	Bit.Conc.	.20	20'	Contract	4,500.00	5,000.00
South Plainfield Boro.	Firth St.	Bit.Conc.	.25	20'	Contract	7,000.00	7,777.78
South Plainfield Boro.	Hancock St.	Bit.Conc.	.42	20'	Contract	9,000.00	10,000.00
			MONMOUTH COUNTY				
Atlantic Twp.	Hominy Hill Rd., Sec.1	Gravel, cacl	1.08	26'	Contract	4,244.12	4,715.69
Atlantic Twp.	Woodland Drive, Water St., Hominy Hill Rd., Sec.2	Gravel, BST	2.50	26'	Contract	3,000.00	3,333.33
Avon-by-the-Sea Boro.	1st, 2nd, 3rd, E. End Avs.	MIP BST	.75	30'	Contract	1,800.00	2,000.00
Avon-by-the-Sea Boro,	1st Av.	Gravel, BST	.49	30'	Contract	3,000.00	3,333.33
Belmar Boro.	"C" St., Sec.2	Gravel, BST	.20	30'	Contract	4,000.00	4,444.44
Belmar Boro.	River Rd. & 16th Av.	Bit.Conc.	1.21	30'	Contract	3,300.00	3,666.67
Belmar Boro.	2nd, 3rd, 7th, 12th, 15th Avs.	Bit.Conc.	2.39	22'	Contract	5,000.00	5,555.55
Bradley Beach Boro.	LaReine, McCabe, Park Place, 4th Av.	Bit.Conc.	.55	30'	Contract	2,500.00	2,777.77
Brielle Boro.	Ashley Av., Rankin Rd. Sec.2	Gravel	.42	30'	Contract	2,000.00	2,222.22
Brielle Boro.	Rankin Rd., Sec.2, Brown St., Ashley Av., Sec.2, & Barrie Av.	Gravel	1.00	30'	Contract	2,000.00	2,222.22
Freehold Twp.	W. Freehold-Georgia Sch. House Rd., Sec.4	Gravel, MIP	3.00	26'	Contract	6,800.00	7,555.56
Keyport Boro.	Burtina Place	Gravel, BST	.10	30'	Contract	2,000.00	2,222.22

(continued on Sheet #15)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #15)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			MONMOUTH COUNTY (continued)				
Keyport Boro.	Main St.	Bit.Conc.	.64	33'	Contract	$2,700.00	$3,000.00
Manalapan Twp.	Englishtown-Tracy Station Rd.	Gravel,BST	.60	26'	Contract	3,000.00	3,333.33
Manasquan Boro.	Euclid Av.,Sec.2, & Perrine Blvd.	Gravel	.70	30'	Contract	3,600.00	4,000.00
Matawan Twp.	Church St.	Gravel,BST	1.10	26'	Contract	6,150.00	6,833.33
Middletown Twp.	Church St.	Gravel,BST	1.00	30'	Contract	5,000.00	5,555.56
Middletown Twp.	Everett Rd.	Gravel	2.50	30'	Contract	4,400.00	4,888.89
Neptune City Boro.	Merritt Av.,Bell Pl., McAneny St.,etc.	Gravel,BST	.67	30'	Contract	2,700.00	3,000.00
Neptune City Boro.	Rosewood Pl.,Woodland, Laurel & Railroad Avs.	Gravel,BST	.80	30'	Contract	3,300.00	3,666.67
Oceanport Boro.	Port-au-Peck Av.	Gravel,BST	.50	30'	Contract	2,400.00	2,666.66
Raritan Twp.	Beers St.	Gravel,BST	1.00	26'	Contract	2,250.00	2,500.00
Shrewsbury Twp.	Riverdale Rd.	Gravel,BST	1.50	26'	Contract	6,100.00	6,777.78
Shrewsbury Twp.	West Park Av.	BST	1.30	20'	Contract	2,500.00	2,777.77
Spring Lake Boro.	Newark,Tuttle,Monroe & St.Clair Avs.	BST	1.15	20'	Contract	2,000.00	2,222.22
Spring Lake Boro.	Pitney,St.Clair,4th Avs.	Gravel,BST	2.11	30'	Contract	2,700.00	3,000.00
Spring Lake Boro.	Worthington,Vroom, Pitney & Salem Avs.	Gravel,BST	2.00	30'	Contract	2,000.00	2,222.22
Spring Lake Hghts.Boro.	Ocean Rd.	Bit.Conc.	.02	20'	Contract	1,000.00	1,111.11
Upper Freehold Twp.	Extonville Rd.	Gravel,BST	1.00	30'	Contract	5,400.00	6,000.00
Upper Freehold Twp.	Polhemustown-New Egypt Rd.	Gravel,BST	1.70	26'	Contract	3,600.00	4,000.00
Wall Twp.	Hurley Pond-Farmingdale Rd.,Sec.2	Gravel,BST	1.69	30'	Contract	4,000.00	4,444.44
Wall Twp.	Lakewood Rd. & Bailey's Cor.-Glendola Rd.	Gravel,BST	3.65	30'	Contract	4,050.00	4,500.00
			MORRIS COUNTY				
Boonton Twp.	Meriden Rd.	Bit.Pen.Mac.	1.00	20'	Contract	9,000.00	10,000.00
Denville Twp.	Franklin Av.,Sec.1	Bit.Conc.	1.00	20-30'	Contract	7,500.00	8,333.33

(continued on Sheet #16)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #16)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			MORRIS COUNTY (continued)				
Denville Twp.	Franklin Av.,Sec.2	Bit.Conc.	.65	20-30'	Contract	$9,000.00	$10,000.00
Florham Park Boro.	Roosevelt Blvd.,Sec.2	Bit.Conc.	.40	18'	Contract	5,000.00	5,555.55
Harding Twp.	Basking Ridge-New Vernon Rd.,Sec.5	Bit.Conc.	1.00	20-30'	Contract	10,200.00	11,333.33
Kinnelon Boro.	Jacksonville Rd.	Bit.Pen.Mac.	1.00	18'	Contract	9,800.00	10,888.89
Lincoln Park Boro.	Morris Canal Rd.	Bit.Pen.Mac.	.40	20'	Contract	4,500.00	5,000.00
Mine Hill Twp.	Randall Av.	Bit.Pen.Mac.	1.00	18'	Contract	14,800.00	16,444.44
Montville Twp.	River Rd.,Sec.2	Bit.Pen.Mac.	.39	18'	Contract	10,000.00	11,111.11
Morris Plains Boro.	Malapardis Rd.	Bit.Conc.	.41	30'	Contract	12,300.00	13,666.66
Mount Olive Twp.	Bartley-Drakestown Rd.	Bit.Pen.Mac.	1.10	18'	Contract	9,000.00	10,000.00
Parsippany-Troy Hills Twp.	Edwards Rd.	Bit.Conc.	.80	18'	Contract	3,600.00	4,000.00
Passaic Twp.	Long Hill Rd.,Sec.3	Bit.Conc.	.31	18'	Contract	9,000.00	10,000.00
Passaic Twp.	Long Hill Rd.,Sec.4	Bit.Conc.	.87	18'	Contract	21,600.00	24,000.00
Riverdale Boro.	Mathews Rd.	Bit.Pen.Mac.	.50	20'	Contract	2,000.00	2,222.22
Riverdale Boro.	Mathews Rd.,Sec.2	Bit.Pen.Mac.	.50	20'	Contract	9,000.00	10,000.00
Rockaway Boro.	Franklin Av.,Sec.2	Bit.Conc.	.50	20'	Contract	9,000.00	10,000.00
Rockaway Boro.	Franklin Av.,Sec.3	Bit.Conc.	.17	20'	Contract	5,000.00	5,555.56
Washington Twp.	Bartley-Drakestown Rd.	Bit.Pen.Mac.	1.10	18'	Contract	9,000.00	10,000.00
			OCEAN COUNTY				
Barnegat City Boro.	18th & 19th Sts.	Gravel	.27	30'	Contract	2,000.00	2,222.22
Barnegat City Boro.	12th St.	Gravel	.21	30'	Contract	2,160.00	2,400.00
Beach Haven Boro.	9th St. & Stratford Av.	Gravel	.20	30'	Contract	3,000.00	3,333.33
Beach Haven Boro.	Coral St.,Pearl St., Delaware,Stratford & Jefferis Avs.	Gravel	.28	30'	Contract	3,600.00	4,000.00
Beach Haven Boro.	Delaware Av.,Sec.2	Gravel	.20	30'	Contract	3,000.00	3,333.33
Beachwood Boro.	Cable Av.	Gravel	.65	30'	Contract	2,700.00	3,000.00
Beachwood Boro.	Capstan Av.	Gravel	.80	30'	Contract	2,000.00	2,222.22
Beachwood Boro.	Pennant,Neptune, Mermaid,Longboat Avs.	Gravel	1.10	30'	Contract	2,700.00	3,000.00
Beachwood Boro.	Seaman Av.	Gravel	1.30	30'	Contract	2,700.00	3,000.00
Berkeley Twp.	Harbor Inn Rd. & Brennan Concourse	Gravel	1.83	30'	Contract	4,000.00	4,444.44

(continued on Sheet #17)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #17)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			OCEAN COUNTY (continued)				
Berkeley Twp.	Louis Av., Sec.3	Gravel	.80	30'	Contract	$ 910.02	$1,011.13
Brick Twp.	Beacon, Linden, Manchester, Coon Rd., Elizabeth Av.	Gravel	3.10	30'	Contract	9,500.00	10,555.55
Brick Twp.	Pine St., Haven Cove Rd., Sec.1	Gravel	.75	30'	Contract	4,500.00	5,000.00
Dover Twp.	Riverside Dr., Magnolia Av., Hickory St.	Gravel	1.11	26-30'	Contract	4,500.00	5,000.00
Dover Twp.	Schencks Mill Line Rd., Ala., Buermann Avs.	Gravel, cacl	2.15	26-30'	Contract	9,500.00	10,555.55
Dover Twp.	White Oak Bottom Rd. & Barnegat Blvd.	Gravel	2.70	26-30'	Contract	4,015.64	4,461.82
Eagleswood Twp.	Cemetery Lane	Gravel	.09	30'	Contract	675.00	750.00
Eagleswood Twp.	Cox Crossing-Stafford Forge, Sec.1	Gravel	1.00	30'	Contract	1,800.00	2,000.00
Eagleswood Twp.	Johns St., Sec.2, Willits Av., Sec.2 & Railroad Av.	Gravel	.22	30'	Contract	1,200.00	1,333.33
Harvey Cedars Boro.	Bergen Av., 81st & Anchor Sts.	Gravel	.25	30'	Contract	1,800.00	2,000.00
Harvey Cedars Boro.	Holly & Union Av.	Gravel	.19	30'	Contract	1,500.00	1,666.67
Harvey Cedars Boro.	W.Central & Salem Avs.	Gravel	.20	30'	Contract	1,800.00	2,000.00
Jackson Twp.	Bowman Rd., Sec.1	Gravel	.70	26'	Contract	2,700.00	3,000.00
Jackson Twp.	Frank Applegate Rd.	Gravel	1.25	26'	Contract	5,660.00	6,288.89
Jackson Twp.	Frank Applegate Rd., Sec.2	Gravel	1.30	26'	Contract	4,500.00	5,000.00
Lacey Twp.	Lanoka-Lacey Rd. Cutoff, Sec.2	Gravel	1.00	26'	Contract	4,000.00	4,444.44
Lacey Twp.	Lanoka-Lacey Rd. Cutoff, Sec.3	Gravel	1.00	30'	Contract	2,700.00	3,000.00
Lacey Twp.	Lanoka-Lacey Rd. Cutoff, Sec.4	Gravel	1.50	26'	Contract	2,700.00	3,000.00
Lakewood Twp.	South Lake Drive, Sec.2	Gravel, BST	1.55	26'	Contract	5,400.00	6,000.00
Little Egg Harbor Twp.	Tuckerton-Little Beach Rd.	Gravel	2.00	26'	Contract	4,500.00	5,000.00

(continued on Sheet #18)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #18)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			OCEAN COUNTY (continued)				
Manchester Twp.	Burnside St., Lawrence Av. & South Hampton Av., Sec.1	Gravel	1.00	30'	Contract	$2,700.00	$3,000.00
Manchester Twp.	Morningside Av., Sec.2, & Tenth Av.	Gravel	.50	30'	Contract	3,600.00	4,000.00
Manchester Twp.	Cedar Bridge-Whiting Rd.		3.00	30'	Contract	10,000.00	11,111.11
Ocean Twp.	Oregon Av., Dock Rd., Walnut St., etc.	Gravel	.56	30'	Contract	2,500.00	2,777.77
Ocean Twp.	Waretown-Wells Mills Rd.	Gravel	4.30	26'	Contract	7,265.00	8,072.22
Pine Beach Boro.	Monmouth, Hillside & New Jersey Avs.	Gravel, BST	.26	30'	Contract	1,500.00	1,666.66
Plumsted Twp.	Hopkins Rd., Sec.2	Gravel	.60	26'	Contract	2,700.00	3,000.00
Plumsted Twp.	Big Woods (Archertown) Rd.	Gravel	1.75	30'	Contract	4,500.00	5,000.00
Point Pleasant Boro.	Austin, Cottage, Grove, Barton, etc.	Gravel	.98	30'	Contract	3,090.00	3,433.33
Point Pleasant Boro.	Pine Bluff, Davis, Morris Avs.	Gravel	.80	26-30'	Contract	2,700.00	3,000.00
Point Pleasant Beach Boro.	Hawthorn, River Blvd. & Niblick St.	Gravel	.51	30'	Contract	1,238.67	1,376.30
Point Pleasant Beach Boro.	Harvard Av., Riverside Pl. & Fairview Pl.	Gravel	.48	30'	Contract	3,600.00	4,000.00
Point Pleasant Beach Boro.	New York Av.	Gravel, BST	.34	30'	Contract	2,700.00	3,000.00
Seaside Heights Boro.	Barnegat Av.	Gravel, BST	.30	30'	Contract	2,700.00	3,000.00
Seaside Heights Boro.	Barnegat Av., Sec.2	Gravel	.08	30'	Contract	1,000.00	1,111.11
Seaside Heights Boro.	W. Central & Carteret Avs.	Gravel	.33	30'	Contract	2,700.00	3,000.00
Seaside Park Boro.	Fourteenth Av.	Gravel	.14	30'	FA	900.00	1,000.00
Ship Bottom Boro.	3rd St. & Central Av.	Gravel	.26	30'	Contract	1,800.00	2,000.00
Ship Bottom Boro.	22nd & 23rd Sts.	Gravel	.27	30'	FA	1,800.00	2,000.00
Surf City Boro.	Central Av. & S.3rd St.	Gravel	.35	30'	Contract	2,700.00	3,000.00
Surf City Boro.	23rd St. & Barnegat Av., Sec.1	Gravel	.34	30'	Contract	2,700.00	3,000.00
Union Twp.	Bay View Blvd.	Gravel	1.00	30'	Contract	4,000.00	4,444.44
Union Twp.	Cedar Bridge-Whiting Rd.	Gravel	2.00	30'	Contract	4,000.00	4,444.44
Union Twp.	Howardsville Rd., Sec.4	Gravel	.66	30'	Contract	3,000.00	3,333.33

(continued on Sheet #19)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #19)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			PASSAIC COUNTY				
Bloomingdale Boro.	Mary St., Elizabeth St., Sec.2, William & Sophia Sts.	Bit.Pen.Mac.	.28	24-30'	Contract	$11,500.00	$12,777.77
Bloomingdale Boro.	Oak St. & Reeves Av.	Bit.Conc.	.34	20-24'	Contract	6,000.00	6,666.67
Haledon Boro.	E.Barbour St. & Roe St., Sec.2	Bit.Conc.	.30	30'	Contract	4,500.00	5,000.00
Haledon Boro.	Roe St.	Bit.Conc.	.14	30'	Contract	3,000.00	3,333.33
Hawthorne Boro.	Fairview Av.	Bit.Conc.	.24	30'	Contract	8,000.00	8,888.89
Hawthorne Boro.	Grandview Av.	Bit.Conc.	.13	30'	Contract	4,700.00	5,222.22
Hawthorne Boro.	Royal Av., Sec.2	Bit.Conc.	.18	30'	Contract	8,300.00	9,222.21
Little Falls Twp.	Crane St.	Bit.Pen.Mac.	.17	20'	Contract	9,500.00	10,555.56
Little Falls Twp.	3rd, Grove, Wood Sts., Dewey & Bradford Avs.	Bit.Pen.Mac.	.27	20'	Contract	4,000.00	4,444.44
North Haledon Boro.	Linda Vista Av., Sec.2	Bit.Pen.Mac.	.42	20'	Contract	6,000.00	6,666.67
North Haledon Boro.	Manchester Av. (widening)	Bit.Pen.Mac.	.33	10'	Contract	7,000.00	7,777.78
North Haledon Boro.	Westervelt Av.	Bit.Pen.Mac.	.42	20'	Contract	6,500.00	7,222.22
Pompton Lakes Boro.	Lincoln Av., Sec.2	Bit.Pen.Mac.	.82	20-30'	Contract	12,000.00	13,333.33
Prospect Park Boro.	Brown Av., Sec.2	Sheet Asphalt	.25	36'	Contract	8,000.00	8,888.88
Prospect Park Boro.	N.13th St.	Bit.Conc.	.17	30'	Contract	5,000.00	5,555.55
Ringwood Boro.	Snake Den Rd. & Dale Rd.	Bit.Pen.Mac.	1.00	20'	Contract	8,500.00	9,444.44
Ringwood Boro.	Stonetown Rd.	Bit.Pen.Mac.	4.00	20'	Contract	12,250.00	13,611.11
Totowa Boro.	Crosby Av.	Bit.Pen.Mac.	.18	20'	Contract	2,600.00	2,888.88
Totowa Boro.	Dunkerly St.	Bit.Pen.Mac.	.15	20'	Contract	2,970.00	3,300.00
Totowa Boro.	Hudson & Mitchell Avs.	Bit.Pen.Mac.	.39	20'	Contract	6,500.00	7,222.22
Totowa Boro.	Lind Rd.	Bit.Pen.Mac.	.23	20'	Contract	2,700.00	3,000.00
Totowa Boro.	Sutton Av.	Bit.Pen.Mac.	.11	20'	Contract	1,700.00	1,888.88
Totowa Boro.	Tracey Av., Sec.2	Bit.Pen.Mac.	.04	20'	Contract	500.00	555.55
Totowa Boro.	Wilson Av.	Bit.Pen.Mac.	.18	20'	Contract	3,030.00	3,366.67
Wanaque Boro.	Greenwood Av.	Bit.Pen.Mac.	.90	20'	Contract	3,500.00	3,888.88
Wanaque Boro.	Greenwood Av., Sec.2	Bit.Pen.Mac.	.50	20'	Contract	5,000.00	5,555.55
Wayne Twp.	Hardwick Lane, Sec.2	Bit.Pen.Mac.	.25	20-30'	Contract	7,000.00	7,777.77
Wayne Twp.	Hinchmans Lane	Bit.Pen.Mac.	.64	20'	Contract	13,000.00	14,444.44
West Milford Twp.	Morsetown Rd.	Bit.Pen.Mac.	.66	20'	Contract	6,000.00	6,666.66
West Milford Twp.	West Brook Rd., Sec.3	Bit.Pen.Mac.	.33	20'	Contract	7,500.00	8,333.33
West Milford Twp.	West Brook Rd., Sec.4	Bit.Pen.Mac.	.66	20'	Contract	15,500.00	17,222.22

(continued on Sheet #20)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #20)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			PASSAIC COUNTY (continued)				
West Paterson Boro.	Pompton Av.	Bit.Conc.	.20	30'	Contract	$5,000.00	$5,555.55
West Paterson Boro.	W.32nd St., Marcellus Av., W.34th, W.35th Sts.	Bit.Conc.	.44	27-30'	Contract	8,500.00	9,444.44
West Paterson Boro.	Whippany & Ramapo Avs.	Bit.Conc.	.13	24-30'	Contract	2,500.00	2,777.78
			SALEM COUNTY				
Alloway Twp.	Ernest Garton Rd., Sec.2	Gravel, BST	1.90	26'	Contract	12,330.00	13,700.00
Elmer Boro.	Barton Av. & Penn St.	Gravel	.30	30'	FA	2,000.00	2,222.22
Elmer Boro.	Elmer St.	Gravel, cacl	.23	30'	FA	2,000.00	2,222.22
Elsinboro Twp.	Acton Farm Rd.	Gravel, BST	1.00	26'	Contract	5,000.00	5,555.55
Elsinboro Twp.	Feather Bed Lane	Gravel, BST	1.20	30'	Contract	5,400.00	6,000.00
Lower Alloways Creek Twp.	Cross Rd., Sec.2	Gravel, BST	.75	26'	Contract	6,300.00	7,000.00
Lower Alloways Creek Twp.	Maple Av., New & 2nd Sts.	Gravel, BST	.60	26'	Contract	4,000.00	4,444.44
Lower Penns Neck Twp.	First St.	Gravel	.16	30'	Contract	900.00	1,000.00
Lower Penns Neck Twp.	Glen Drive, Annapolis Rd., Francis Drive	Gravel	.25	26'	Contract	1,440.00	1,600.00
Lower Penns Neck Twp.	Holly Drive, Michigan Rd., Maple Drive	Gravel	.27	26'	Contract	1,530.00	1,700.00
Lower Penns Neck Twp.	Mahoney Rd.	Gravel, BST	.75	30'	FA	2,300.00	2,555.55
Mannington Twp.	Fenwick Rd.	Gravel, BST	.90	26'	Contract	4,500.00	5,000.00
Mannington Twp.	Sandy Ridge Rd.	Gravel, BST	1.20	26'	Contract	3,411.11	3,790.00
Penns Grove Boro.	South Smith Av.	Bit.Conc.	.30	20'	Contract	1,250.00	1,388.88
Penns Grove Boro.	S.Smith Av., Sec.2, & Park Av.	Gravel, BST	.82	30'	Contract	5,000.00	5,555.55
Penns Grove Boro.	N.Smith Av., Sec.1 & 2, & E.Harmony St., Secs. 1 & 2 (paving)	Bit.Conc.	.35	30'	Contract	8,000.00	8,888.89
Pilesgrove Twp.	Harding Hwy.-Harrisonville Rd., Sec.3	Gravel, BST	1.80	26'	Contract	10,800.00	12,000.00
Pittsgrove Twp.	Elmer-Greenville Rd.	Gravel, cacl	1.55	26'	Contract	9,606.33	10,673.70
Pittsgrove Twp.	Sheep Pen Rd.	Gravel, BST	1.20	26'	Contract	9,900.00	11,000.00
Quinton Twp.	Burden Hill Rd.	Gravel, BST	3.10	26'	Contract	8,100.00	9,000.00
Quinton Twp.	Cool Run Rd.	Gravel, BST	.25	26'	Contract	1,800.00	2,000.00
Quinton Twp.	Hogate Blvd.	Gravel, BST	.80	26'	Contract	4,500.00	5,000.00
Salem City	Fifth St.	Bit.Conc.	.15	30'	Contract	6,300.00	7,000.00

(continued on Sheet #21)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #21)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			SALEM COUNTY (continued)				
Salem City	Olive, Gibbon, Eakin Sts.	Gravel, BST	.75	30'	Contract	$5,000.00	$5,555.55
Upper Penns Neck Twp.	Ordmont & E.End Avs.	Gravel, BST	.60	30'	Contract	3,600.00	4,000.00
Upper Penns Neck Twp.	Highland Av.	Gravel, BST	.50	26'	Contract	3,600.00	4,000.00
Upper Penns Neck Twp.	Orchard Rd., Cedar Crest Av.	Gravel, BST	.50	30'	Contract	3,600.00	4,000.00
Upper Penns Neck Twp.	Pine St.	Gravel, BST	.40	30'	Contract	2,000.00	2,222.22
Upper Pittsgrove Twp.	Cedar Lane Rd.	Gravel, BST	1.00	26'	Contract	5,400.00	6,000.00
Upper Pittsgrove Twp.	Fitch Horn Rd.	Gravel, BST	.80	26'	Contract	5,000.00	5,555.55
Upper Pittsgrove Twp.	Sawmill Rd.	Gravel, BST	.83	26'	Contract	4,500.00	5,000.00
Woodstown Boro.	Bowen Av.	Bit.Conc.	.18	30'	Contract	4,500.00	5,000.00
Woodstown Boro.	Dickinson, Church & Washington Sts.	Gravel, BST	.41	30'	Contract	4,500.00	5,000.00
			SOMERSET COUNTY				
Bedminster Twp.	Pluckemin-Burnt Mill Rd., Sec.5	Bit.Conc.	.70	20'	Contract	16,000.00	17,777.77
Bound Brook Boro.	W.High St., Thompson Av.	Reinf.Conc.	.43	20'	Contract	9,000.00	10,000.00
Branchburg Twp.	Opie Rd., Sec.1	Bit.Conc.	1.30	20'	Contract	17,800.00	19,777.77
Bridgewater Twp.	N.Bridge St., Sec.3	Bit.Conc.	.32	20'	Contract	8,550.00	9,500.00
Bridgewater Twp.	W.High St., Sec.2	Bit.Conc.	.35	20-36'	Contract	8,100.00	9,000.00
Franklin Twp.	Cedar Grove Lane, Sec.1	Bit.Conc.	.26	20'	Contract	7,000.00	7,777.77
Franklin Twp.	Cedar Grove Lane, Sec.2	Bit.Conc.	.75	20'	Contract	7,000.00	7,777.77
Franklin Twp.	Cedar Grove Lane, Sec.3	Bit.Conc.	.75	20'	Contract	6,300.00	7,000.00
Franklin Twp.	Cedar Grove Lane, Sec.4	Bit.Conc.	.75	20'	Contract	7,200.00	8,000.00
Green Brook Twp.	Gold St., Sec.2, & Cramer Av.	Bit.Conc.	.34	20'	Contract	6,500.00	7,222.22
Hillsborough Twp.	New Centre Schoolhouse Rd., Sec.4	Bit.Conc.	1.25	20'	Contract	7,500.00	8,333.33
Hillsborough Twp.	New Centre Schoolhouse Rd., Sec.5	Bit.Conc.	1.00	20'	Contract	13,000.00	14,444.44
Hillsborough Twp.	New Centre Schoolhouse Rd., Sec.6	Bit.Conc.	1.00	20'	Contract	2,700.00	3,000.00
Montgomery Twp.	Hollow Rd., Sec.2	Bit.Conc.	2.50	20'	Contract	10,000.00	11,111.11
Montgomery Twp.	Hollow Rd., Sec.3	Bit.Conc.	2.00	20'	Contract	10,800.00	12,000.00
Montgomery Twp.	Hollow Rd., Sec.4	Bit.Conc.	1.50	20'	Contract	7,970.00	8,855.55

(continued on Sheet #22)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #22)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			SOMERSET COUNTY (continued)				
S.Bound Brook Boro.	Louis Av.,Sec.2	Bit.Conc.	.10	20'	Contract	$2,731.15	$3,034.60
Warren Twp.	Mount Horeb Rd.,Sec.2	Bit.Conc.	.75	20'	Contract	8,800.00	9,777.77
Watchung Boro.	Hillcrest Rd.	Bit.Conc.	.76	20'	Contract	10,800.00	12,000.00
			SUSSEX COUNTY				
Andover Twp.	Huntsville-Springdale Rd.	Gravel	1.00	18'	Contract	7,500.00	8,333.33
Andover Twp.	Lime Crest Rd.,Sec.1	Gravel	.30	26'	Contract	4,000.00	4,444.44
Branchville Boro.	Kemah Lake Rd.	BST	.12	20'	Contract	3,000.00	3,333.33
Branchville Boro.	Mattison Av.	Gravel,BST	.75	18'	Contract	4,000.00	4,444.44
Byram Twp.	Old Stanhope Rd.,Sec.2	Gravel	1.00	18'	Contract	5,000.00	5,555.55
Frankford Twp.	County Farm Rd.,Sec.2	Gravel	1.80	18'	Contract	7,000.00	7,777.77
Frankford Twp.	Plains Rd.,Secs.2&3	Gravel	2.92	18'	Contract	16,000.00	17,777.77
Franklin Boro.	Davis Rd.	Gravel	1.50	18'	Contract	8,000.00	8,888.88
Franklin Boro.	Davis Rd.,Sec.2	Gravel	1.25	26'	Contract	5,000.00	5,555.55
Fredon Twp.	Anderson Hill Rd.	Gravel	1.00	18'	Contract	4,000.00	4,444.44
Fredon Twp.	Fredon-Springdale Rd.,Sec.3	Gravel	1.50	18'	Contract	6,300.00	7,000.00
Fredon Twp.	Fredon-Springdale Rd.,Sec.4	Gravel	.75	18'	Contract	5,000.00	5,555.55
Fredon Twp.	Old Swartswood Rd.	Gravel	.50	18'	Contract	2,000.00	2,222.22
Green Twp.	Huntsville-Springdale Rd.	Gravel,cacl	1.26	18'	Contract	10,000.00	11,111.11
Green Twp.	Shotwell Rd.,Sec.2	Gravel	.15	18'	FA	1,309.29	1,454.77
Green Twp.	Shotwell Rd.,Sec.3	Gravel	1.30	18'	Contract	4,000.00	4,444.44
Hamburg Boro.	Linwood Av.,Sec.4; Lehigh,Hamilton & Lawrence Sts.	Gravel,cacl	.25	26'	Contract	5,000.00	5,555.56
Hampton Twp.	Myrtle Grove-Lake Kemah,Sec.4,& Mecca Lake Rd.	Gravel	2.40	18'	Contract	6,000.00	6,666.67
Hampton Twp.	Myrtle Grove-Lake Kemah,Sec.5,& Mecca Lake Rd.	Gravel	2.00	26'	Contract	6,000.00	6,666.67
Hampton Twp.	Old Swartswood Rd.	Gravel	.60	18'	Contract	2,000.00	2,222.22

(continued on Sheet #23)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #23)

SUSSEX COUNTY (continued)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
Hampton Twp.	Paulinskill Lake, West Shore Rd.	Gravel	1.00	18'	Contract	$5,000.00	$5,555.56
Hardyston Twp.	Big Spring Rd.,Sec.2	Gravel	3.00	18'	Contract	4,000.00	4,444.44
Hardyston Twp.	Big Spring Rd.,Sec.3	Gravel	1.00	18'	Contract	4,000.00	4,444.44
Lafayette Twp.	Ice Plant Rd.	Gravel	.25	18'	Contract	1,500.00	1,666.67
Lafayette Twp.	Limecrest Rd.	Gravel	.33	18'	Contract	5,000.00	5,555.56
Lafayette Twp.	Sunset Inn-Limecrest Rd.,Sec.2	Gravel	1.50	18'	Contract	6,000.00	6,666.67
Lafayette Twp.	Sunset Inn-Limecrest Rd.,Sec.3	Gravel	1.50	18'	Contract	5,000.00	5,555.55
Lafayette Twp.	Statesville-Quarry Rd.	Gravel	1.50	18'	Contract	4,000.00	4,444.44
Montague Twp.	New Rd.,Sec.4	Gravel	1.00	18'	Contract	5,000.00	5,555.55
Montague Twp.	New Rd.,Sec.5	Gravel	1.50	18'	Contract	5,000.00	5,555.55
Sandyston Twp.	Shaytown Cemetery Rd., Sec.2	Gravel	.50	18'	FA	5,000.00	5,555.56
Sparta Twp.	Limecrest Rd.,Sec.3	Gravel	.37	26'	Contract	4,000.00	4,444.44
Sparta Twp.	Old Stanhope Rd., Secs.1&2	Gravel	2.46	18'	Contract	12,500.00	13,888.88
Sparta Twp.	White Lake Rd.	Gravel	1.50	18'	Contract	6,000.00	6,666.67
Stanhope Boro.	Musconetcong Av.Ext.	Bit.Pen.Mac.	.47	18'	Contract	4,000.00	4,444.44
Stanhope Boro.	Bell St.,Bedford Av.	Bit.Pen.Mac.	.20	20-24'	Contract	3,000.00	3,333.33
Stillwater Twp.	Five Points-Middleville Rd.	Gravel	2.00	18'	Contract	6,000.00	6,666.67
Stillwater Twp.	Five Points-Middleville Rd.,Sec.2	Gravel	1.50	26'	Contract	5,500.00	6,111.11
Stillwater Twp.	Station Rd.	Gravel	.25	18'	Contract	3,600.00	4,000.00
Sussex Boro.	Lakeshore Drive	Gravel,BST	.30	20'	FA	3,000.00	3,333.33
Sussex Boro.	Liberty,Munson,Walnut & 4th Sts.	Bit.Pen.Mac.	.50	25'	Contract	4,000.00	4,444.44
Vernon Twp.	Highland Lakes-Canisteer Rd.,Sec.2	Gravel	1.00	26'	Contract	8,000.00	8,888.88
Vernon Twp.	Owens Station Rd.	Gravel	2.00	18'	Contract	10,000.00	11,111.11
Vernon Twp.	Sand Hill Rd.,Sec.2	Gravel	1.90	18'	Contract	6,000.00	6,666.67
Walpack Twp.	River Rd.,Sec.5	Gravel	1.56	18'	Contract	21,473.28	23,859.19
Walpack Twp.	River Rd.,Sec.6	Gravel	4.00	18'	Contract	11,900.00	13,222.22

(continued on Sheet #24)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #24)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			SUSSEX COUNTY (continued)				
Walpack Twp.	River Rd.,Sec.7	Gravel	2.00	18'	Contract	$6,000.00	$6,666.67
Wantage Twp.	Mt.Salem-Unionville Rd.,Sec.3	Gravel	2.00	20'	Contract	8,000.00	8,888.88
Wantage Twp.	Mt.Salem-Unionville Rd.,Sec.4	Gravel	2.00	20'	Contract	13,000.00	14,444.44
Wantage Twp.	Quarryville-Wolf Pit Rd.,Sec.2	Gravel	2.80	20'	Contract	9,000.00	10,000.00
Wantage Twp.	Quarryville-Wolf Pit Rd.,Sec.3	Gravel	2.00	26'	Contract	4,000.00	4,444.44
			UNION COUNTY				
Fanwood Boro.	King St.	Bit.Conc.	.60	22'	Contract	12,500.00	13,888.88
Hillside Twp.	Glenwood Av.	Sheet Asphalt	.37	20-30'	Contract	13,000.00	14,444.44
Hillside Twp.	N.Union Av.,Sec.2	Reinf.Conc.	.07	20'	Contract	4,500.00	5,000.00
Hillside Twp.	Ramsey Av.	Reinf.Conc.	.32	20'	Contract	13,500.00	15,000.00
Kenilworth & Roselle Park Boros.	Colfax Av.,Sec.2	Sheet Asphalt	.20	20-32'	Contract	9,000.00	10,000.00
Kenilworth Boro.	North 8th St.	Reinf.Conc.	.28	20-30'	Contract	15,300.00	17,000.00
Mountainside Boro.	New Providence Rd.	Bit.Pen.Mac.	.75	20'	Contract	2,500.00	2,777.77
New Providence Boro.	Elkwood Av.	Bit.Conc.	1.05	20'	Contract	18,000.00	20,000.00
Roselle Boro.	Raritan Rd.	Sheet Asphalt	.44	20'	Contract	13,000.00	14,444.44
Roselle Park Boro.	Colfax Av.	Reinf.Conc.	.41	20-30'	Contract	11,000.00	12,222.22
Roselle Park Boro.	Colonia Rd.	Reinf.Conc.	.15	20'	Contract	7,200.00	8,000.00
Roselle Park Boro.	Lincoln Av.,Sec.2	Reinf.Conc.	.40	20'	Contract	6,600.00	7,333.33
Scotch Plains Twp.	King St.	Bit.Conc.	.60	22'	Contract	12,500.00	13,888.88
Scotch Plains Twp.	Westfield Av.,Sec.2	Reinf.Conc.	.53	30'	Contract	14,400.00	16,000.00
Union Twp.	Oakland Av.,Sec.2	Reinf.Conc.	.33	20'	Contract	13,500.00	15,000.00
Union Twp.	Union Av.	Reinf.Conc.	.30	20'	Contract	13,500.00	15,000.00
Union Twp.	Union Av.,Sec.2	Reinf.Conc.	.44	20'	Contract	22,500.00	25,000.00
Union Twp.	Woodland Av.	Reinf.Conc.	.25	20'	Contract	9,450.00	10,500.00
Westfield Town	E.Broad St.,Sec.1&2	Bit.Conc.	.79	30'	Contract	23,100.00	25,666.66
Westfield Town	E.Broad St.,Sec.3	Bit.Conc.	.39	30'	Contract	11,970.00	13,300.00
Westfield Town	Woodland Av.	Bit.Conc.	.66	20'	Contract	23,400.00	26,000.00

(continued on Sheet #25)

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944 (continued, Sheet #25)

Municipality	Name of Road	Type	Estimated Mileage	Paved Width	Method of Construction	State Funds	State and Municipal Funds
			WARREN COUNTY				
Alpha Boro.	Lee & Sigsbee Av.	Bit.Conc.	.40	20'	Contract	$4,500.00	$5,000.00
Alpha Boro.	Schey Av.	Bit.Conc.	.40	20'	Contract	4,500.00	5,000.00
Alpha Boro.	Vulcanite Rd.	Bit.Conc.	1.10	20'	Contract	3,000.00	3,333.33
Frelinghuysen Twp.	Johnsonburg-Kerr's Cor.-State Rt.#8	Gravel,cacl	3.50	20'	Contract	14,250.00	15,833.33
Hackettstown Town	Allamuchy Rd.	Bit.Conc.	1.00	20-40'	Contract	15,000.00	16,666.66
Hackettstown Town	Allamuchy Rd.,Sec.2	Reinf.Conc.	.75	20-40'	Contract	12,150.00	13,500.00
Hackettstown Town	Allamuchy Rd.,Sec.3	Reinf.Conc.	.75	20-40'	Contract	9,000.00	10,000.00
Hardwick Twp.	Sunset Lake Rd.	Gravel	1.00	20'	Contract	3,600.00	4,000.00
Hardwick Twp.	Sunset Lake Rd.,Sec.2	Gravel,cacl.	1.00	26'	Contract	9,000.00	10,000.00
Hardwick Twp.	Sunset Lake Rd.,Sec.3	Gravel,cacl.	1.70	20'	Contract	9,000.00	10,000.00
Hope Twp.	Locust Lake Rd.	Gravel	1.80	20'	Contract	18,000.00	20,000.00
Independence Twp.	Russling Rd.	Gravel,BST	1.80	26'	Contract	9,000.00	10,000.00
Knowlton Twp.	Walnut Cor.-Blairstown Line Rd.,Sec. 1&2	Gravel	3.95	20'	Contract	23,500.00	26,111.11
Knowlton Twp.	Walnut Cor.-Centerville Rd.	Gravel	2.10	20'	Contract	9,000.00	10,000.00
Mansfield Twp.	Andersontown-Butler Park Rd.	Gravel	1.25	20'	Contract	14,400.00	16,000.00
Pahaquarry Twp.	Millbrook-Blairstown Rd.	Gravel,cacl.	1.50	20'	Contract	14,850.00	16,500.00
Phillipsburg Town	Carpentersville Rd. & Kent St.	Bit.Pen.Mac.	.70	20'	Contract	6,750.00	7,500.00
Washington Twp.	Cemetery Hill-Asbury Rd. & Spur	Gravel,BST	3.60	26'	Contract	22,500.00	25,000.00
White Twp.	Bridgeville-Mt.Lake Rd.	Gravel,cacl.	.80	20'	Contract	15,600.00	17,333.33
	Grand Totals:		564.79			$4,331,779.00	$4,812,986.46

Note: For list of Projects Approved from 1945 Funds see separate list.

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	ATLANTIC COUNTY			
Absecon City	Iowa Av.,School St.,Shady Lane	.96	Bit.Conc.	$ 6,050.00
Brigantine City	38th St. South	.34	BST	3,000.00
Buena Vista Twp.	Vine Rd.,Sec.2;Brewster Rd.,Sec.1, Reconstruction, & Atlantic Av.	1.15	Gravel	4,500.00
Egg Harbor City	Atlantic & Arago Avs.,Sec.2	.95	Bit.Conc.	6,000.00
Egg Harbor Twp.	Poplar Av.	.26	Gravel	1,000.00
Folsom Borough	8th St.	1.287	Gravel	3,500.00
Galloway Twp.	Belmar & Odessa Avs.	1.41	BST	3,000.00
Hamilton Twp.	Estelle Av. (Surface Treatment)	2.16	BST	3,000.00
Hammonton Town	2nd Rd. & 15th St.,Secs.1 & 2 and Second Rd.,Sec.2	2.861	Gravel & BST	5,400.00
Linwood City	Oak Av.,Sec.3	.32	Bit.Conc.	6,050.00
Margate City	Nassau,Osborn,Pembroke,Quincy, Rumson,Sumner Avs.	.65	Bit.Conc.	7,000.00
Mullica Twp.	Elwood-Weekstown Rd.,Sec.3	1.19	Gravel	3,500.00
Pleasantville City	Tunis,Franklin,Edgeley Avs.	.5	Bit.Conc.	7,000.00
Somers Point City	Bethel Rd. (Surface Treatment)	1.22	BST	3,000.00
Northfield City	First Av. & Second Av.	1.1	Bit.Conc.	6,000.00
Ventnor City	Newark,Rosborough,Ventnor Garden Pl.	.3	Bit.Conc.	7,000.00
	BERGEN COUNTY			
Bergenfield Boro.	East Clinton Av.,Sec.2	.528	Bit.Pen.Mac.	5,400.00
Hasbrouck Heights Boro.	Passaic Av. & Blvd. (Tr.Circle)		Bit.Conc.	13,500.00
Hillsdale Boro.	Hillsdale Av.,Sec.2	.26	Bit.Pen.Mac.	8,400.00
Maywood Boro.	Spring Valley Rd.,Sec.2	.7	Bit.Pen.Mac.	4,500.00
Midland Park Boro.	Franklin Av.	.322	Bit.Pen.Mac.	5,400.00
Oakland Boro.	West Oakland Av.,Sec.2	.83	Bit.Pen.Mac.	9,000.00
Palisades Park Boro.	East Edsall Blvd.	.4	Bit.Pen.Mac.	16,200.00
Teaneck Twp.	Glenwood Av.	.625	Bit.Pen.Mac.	12,600.00
	BURLINGTON COUNTY			
Chester Twp.	Blvd.,Cedar Av.,Pine St.,Mill Rd.	.75	Gravel,BST	3,000.00

(continued on Sheet #2)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 2)

BURLINGTON COUNTY (continued)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
Chesterfield Twp.	Georgetown-Sykesville Rd.	.6	Gravel,BST	$ 4,500.00
Eastampton Twp.	Smithville Rd.	2.	Gravel,BST	3,600.00
Evesham Twp.	Wescott Rd.	.7	Gravel,BST	3,600.00
Fieldsboro Boro.	Lockwood Av.	.07	Gravel,BST	900.00
Fieldsboro Boro.	Washington St.,Sec.2	.2	Gravel,BST	1,800.00
Hainesport Twp.	Ark Rd.	.8	Gravel,BST	3,600.00
Hainesport Twp.	Bishop St.,Sec.2	.066	Gravel,BST	900.00
Hainesport Twp.	Phillips Rd.	1.	Gravel,BST	900.00
Lumberton Twp.	Eayrestown-Kirbys Mills Rd.	.7	Gravel,BST	2,700.00
Mansfield Twp.	Hedding-Mansfield Rd.	1.8	Gravel,BST	3,600.00
Medford Lakes Boro.	Mokwa,Mishe Mokwa,Hiawatha Trails	.71	Gravel	1,800.00
Mount Holly Twp.	Union St.	.427	Bit.Conc.	3,600.00
Mount Laurel Twp.	Union Mills Rd.	3.4	Gravel,BST	3,600.00
North Hanover Twp.	Paulson Rd.,Sec.2	1.6	Gravel,BST	3,600.00
Pemberton Twp.	Arneys Mount Rd.	1.5	Gravel,BST	4,500.00
Shamong Twp.	Small's-Oak Shade Rd.	1.5	Gravel,MIP	7,200.00
Springfield Twp.	Arneys Mount Rd.	2.3	Gravel,BST	4,500.00
Tabernacle Twp.	Carranza Monument Rd.	4.	Gravel,MIP	4,500.00
Tabernacle Twp.	Oak Shade Rd.,Sec.1	.8	Gravel,MIP	3,600.00
Westampton Twp.	Kings Rd.	2.3	Gravel,BST	4,500.00
Woodland Twp.	Sooy Place-Hedger House Rd.,Sec.3	1.13	Gravel,BST	4,500.00

CAMDEN COUNTY

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
Bellmawr Boro.	Bell Rd.	.55	Bit.Pen.Mac.	9,088.00
Delaware Twp.	Evergreen Av.	.27	Gravel,BST	2,350.00
Delaware Twp.	Jefferson Av.	.3	Gravel,BST	13,500.00
Delaware Twp.	Kenilworth Av.	.37	Gravel,BST	2,700.00
Delaware Twp.	Moore Av.	.17	Gravel,BST	1,450.00
Gloucester Twp.	Turnerville-Hickstown Rd.	2.554	Reconstruct Gravel,BST	3,072.00
Haddonfield Boro.	Kings Highway	.428	Bit.Conc.	18,000.00
Pennsauken Twp.	River Rd.,Sec.2	.293	Bit.Conc.	9,000.00
Pine Hill Boro.	Turnerville-Hickstown Rd.	.53	Gravel,BST	2,250.00
Runnemede Boro.	Singley Av.	.2	Gravel,BST	1,350.00

(continued on Sheet #3)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 3)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	CAMDEN COUNTY (continued)			
Waterford Twp.	W.Atlantic Av. & Gennessee Av.,Sec.2	.322	Gravel,BST	$ 1,440.00
Winslow Twp.	Cooper Folly Rd. & Williamstown-Winslow Rd.	4.3	Gravel & BST	8,550.00
Winslow Twp.	Old Chews Landing Rd.,Sec.2	2.004	Gravel	2,250.00
	CAPE MAY COUNTY			
Avalon Boro.	Second Av.,Sec.2	1.8	Gravel	2,500.00
Cape May City	Washington,Elmira,Bank,Railroad, Broad,West,East,Massachusetts	1.388	Bit.Conc.	15,000.00
North Wildwood City	13,14,15,19,22 & 24th Avs.	.88	Bit.Conc.	15,000.00
Ocean City	W.Atlantic Blvd.,9th,Bridge Blvd., Sunset Pl.,8th,Prospect,Bay View Pl.	1.191	Bit.Conc.	17,500.00
Sea Isle City	47,48,49,44,45,46th	.639	Bit.Conc.	5,000.00
Stone Harbor Boro.	83rd St.	.34	Bit.Conc.	4,000.00
Wildwood City	Atlantic,Schellenger,Pacific Avs.	1.45	Bit.Conc.	12,000.00
Wildwood Crest Boro.	(Project to be determined)			2,000.00
Woodbine Boro.	Adams Av.,Sec.3	.15	Bit.Conc.	2,000.00
	CUMBERLAND COUNTY			
Deerfield Twp.	Lebanon Rd.,Sec.2	.4	Gravel	1,890.00
Downe Twp.	Bayview Rd.	.3	Gravel	1,800.00
Downe Twp.	Nantuxent Drive	.2	Gravel	1,440.00
Downe Twp.	Newcomb Rd.	.6	Gravel	3,240.00
Fairfield Twp.	Clark's Pond Rd.,Sec.2;Shoemaker Rd., Gum Point Rd.,Secs.1&2;Stage Coach Rd. & Finlaw Av.	3.85	BST	8,100.00
Fairfield Twp.	Clark's Pond Rd.,Sec.3	.5	Gravel	3,240.00
Hopewell Twp.	Platt,Valentine,Gilmore,Lakeside, Blew,Koebernick,Baitinger Rds.	3.9	BST	7,920.00
Landis Twp.	New Pear St.,Sec.2;Evelyn Av.,Myrtle St.,Mayfair St.,Victory Av.(paving)	2.	Bit.Conc.	8,000.00
Maurice River Twp.	Cape Rd.	2.	Gravel	3,600.00
Maurice River Twp.	East Point Rd.,Sec.1	1.	Gravel	2,700.00

(continued on Sheet #4)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 4)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	CUMBERLAND COUNTY (continued)			
Vineland Boro.	Montrose St. (paving)	1.	Bit.Conc.	$ 9,000.00
	ESSEX COUNTY			
Bloomfield Town	Hoover Av.	.386	Bit.Conc.,Granite Curb	13,500.00
Bloomfield Town	Municipal Plaza	.077	Bit.Conc.	4,500.00
Caldwell Township	Big Piece Road,Sec.2	1.	Bit.Pen.Mac.	18,000.00
Irvington Town	North Maple Av.,Sec.1	.08	Reinf.Conc.	2,700.00
Irvington Town	Marshall St.	.13	Bit.Conc.	10,000.00
Maplewood Twp.	Rutgers St.	.227	Reinf.Conc.	5,400.00
Montclair Town	Harrison Av.	1.09	Bit.Conc.	39,600.00
Nutley Town	Warren St. & Franklin Av.	.15	Bit.Pen.Mac.	6,300.00
	GLOUCESTER COUNTY			
Clayton Boro.	High St.	.44	Bit.Conc.	7,000.00
Deptford Twp.	Parkside,Bellmore,Sunset,Bellview Avs.	.84	Gravel	6,500.00
East Greenwich Twp.	Bressler Rd.	1.5	Gravel,BST	7,000.00
Elk Twp.	Cedar Lake Rd.	1.	Gravel,cacl	3,600.00
Franklin Twp.	Williamstown Rd.,Secs.3 & 4	2.7	Gravel,BST or cacl	7,000.00
Glassboro Boro.	Franklin St.(drainage),Stanger Av.	.7	Gravel,BST	7,500.00
Greenwich Twp.	Washington,Maple,Walnut,Pine	.6	Bit.Conc. or Reinf.Conc.	2,500.00
Harrison Twp.	Heilig Rd.	.7	Gravel,BST	2,450.00
Logan Twp.	Hendrickson Mill Rd.,Stone Meeting House Rd.,Sec.2,Kille Rd.,etc.	1.	Gravel,BST	4,000.00
Mantua Twp.	Helig Rd. & Dilksboro Rd.,Sec.2	2.	Gravel	4,000.00
Monroe Twp.	Jackson Rd.	5.	Gravel,BST	3,500.00
National Park Boro.	New Jersey,Pennsylvania,Delaware Avs.	1.	Gravel	2,500.00
Newfield Boro.	Church,Rena,Helena,Pearl,Arch,Hazel	3.	Gravel,BST & drainage	1,500.00
Paulsboro Boro.	Buck & various streets	2.2	Gravel,BST	4,500.00
Pitman Boro.	Glen Lake,Highland Terrace,Brentwood	1.43	Bit.Conc.	8,000.00
South Harrison Twp.	Pedricktown-Harrisonville Rd.	.6	Gravel,cacl	2,160.00
Swedesboro Boro.	Chestnut St.,Colon St.,Park Av.Ext.	.5	Gravel	3,500.00
Washington Twp.	Downer Rd.	3.	Gravel	5,000.00
Wenonah Boro.	W.Cedar,South West Av.,Sec.2;S.Marion	.42	Gravel,cacl & storm drain	4,500.00
West Deptford Twp.	Wilson,Asbury,Columbia,etc.	2.5	Gravel,BST	3,500.00

(continued on Sheet #5)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 5)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	GLOUCESTER COUNTY (continued)			
Westville Boro.	Summit Av.,Highland Av.(reconstr.)	1.06	Gravel,BST	$ 7,000.00
Woodbury City	W.Barber,W.Center & Tatum Sts.	1.19	Bit.Conc. or Reinf. Conc.	8,000.00
Woodbury Heights Boro.	Chestnut,Clearview,Fairview Avs.	.8	Shoulder & Gutter	3,500.00
Woolwich Twp.	Back Creek Rd.	1.85	Gravel,BST	6,600.00
	HUDSON COUNTY			
Guttenberg Town	68th St.,Sec.1	.3	Reinf.Conc.	10,000.00
Harrison Town	(project to be determined)			15,000.00
North Bergen Twp.	Park Av.	.35	Sheet Asphalt	25,000.00
Secaucus Town	Grace St.	.2	Bit.Pen.Mac.	25,000.00
Secaucus Town	Seventh St.	.3	Reinf.Conc.	35,000.00
Weehawken Twp.	Park Av.,Sec.2	.5	Reinf.Conc.	20,000.00
West New York Town	Park Av.,Sec.3	.42	Plain Conc.	20,000.00
	HUNTERDON COUNTY			
Alexandria Twp.	Little York-Garrison School House Rd.	2.25	Bit.Pen.Mac.	4,000.00
Bethlehem Twp.	Pattenburg-Norton Rd.,Sec.2	1.35	Bit.Pen.Mac.	5,000.00
Bloomsbury Boro.	Willow Av.,Railroad Av.,Gardiner & Wilson Streets	.98	Bit.Conc.	2,000.00
Clinton Twp.	Stanton Station-Hamden Rd.	1.1	Bit.Pen.Mac.	6,000.00
Delaware Twp.	Ringoes-Croton Rd.,Sec.6	3.5	Bit.Pen.Mac.	7,000.00
East Amwell Twp.	VanLiew's Corner-Hopewell Rd.	2.1	Bit.Pen.Mac.	5,000.00
Franklin Twp.	Quakertown-Oak Grove Grange Rd.	1.8	Bit.Conc.	5,000.00
Holland Twp.	Hawk School House Rd.	1.7	Bit.Pen.Mac.	4,000.00
Lambertville City	Hancock St.	.3	Bit.Pen.Mac.	4,500.00
Lebanon Twp.	Califon-Changewater Rd.	6.	Bit.Pen.Mac.	9,500.00
Raritan Twp.	Ringoes-Croton Rd.,Sec.5	3.5	Bit.Pen.Mac.	7,000.00
Tewksbury Twp.	Oldwick-Pottersville Rd.	1.75	Bit.Conc.	6,000.00
Union Twp.	Clinton-Tunison's Corner Rd.,Sec.4	1.6	Bit.Pen.Mac.	5,000.00
West Amwell Twp.	Harbourton Rd.	1.1	Bit.Conc.	5,000.00
	MERCER COUNTY			
Ewing Twp.	Federal City Rd. (paving)	.5	Bit.Pen.Mac.	8,100.00

(continued on Sheet #6)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 6)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	MERCER COUNTY (continued)			
Hamilton Twp.	Pennsylvania Av.	.85	Bit.Pen.Mac.	$16,000.00
Hopewell Twp.	Harbourton-Rocktown Rd.	.61	Bit.Pen.Mac.	13,000.00
Lawrence Twp.	Princeton Turnpike,Sec.5	.5	Bit.Pen.Mac.	9,000.00
Princeton Twp.	Witherspoon St.	.36	Bit.Pen.Mac.	12,000.00
Princeton Boro.	Murray Pl.,Olden Av.,William,Pine	.83	Bit.Conc.	3,600.00
Washington Twp.	Robbinsville-Sharon Rd.,Sec.9	.9	Bit.Pen.Mac.	4,500.00
West Windsor Twp.	Alexander Rd.,Sec.3	.67	Bit.Pen.Mac.	8,800.00
	MIDDLESEX COUNTY			
Carteret Boro.	Pershing Av.	.25	Bit.Conc.	10,350.00
Cranbury Twp.	Cranbury Station Rd.(BST)	1.	BST	5,400.00
East Brunswick Twp.	Dutch Rd.,Sec.4	.4	Bit.Conc.	6,300.00
Middlesex Boro.	Warrenville Rd.	.5	Bit.Conc.	9,000.00
Monroe Twp.	Cranbury Station-Wyckoffs Mills & Halsey Reed Rd.	1.77	Gravel & Gravel,BST	8,100.00
Piscataway Twp.	South Randolphville Rd.	1.2	Bit.Conc.	7,350.00
Sayreville Boro.	Old Burlington Rd.	1.	Gravel,BST	4,500.00
South Amboy City	Stevens Av.	.426	Bit.Conc.	13,500.00
South Brunswick Twp.	Cottageville-Fresh Ponds Rd.,Sec.7	.8	Bit.Conc.	4,200.00
South Plainfield Boro.	Firth St.,Central Av. & Clifford St. (storm sewer)	.28	Storm Sewer	6,300.00
	MONMOUTH COUNTY			
Atlantic Highlands Boro.	Hooper Av.	.285	Bit.Conc.	2,700.00
Atlantic Twp.	Jerseyville Rd. (BST)	1.55	BST MIP	3,700.00
Avon-by-the-Sea Boro.	1,2,3 & East End Avs.	.75	BST MIP	2,500.00
Belmar Boro.	2,3,7,12 & 15th Avs.	2.39	Bit.Conc.	2,700.00
Eatontown Boro.	Whale Pond Rd.	.7	Storm Sewer	2,700.00
Fair Haven Boro.	Lake Av. & Forrest Av.	.8	BST MIP	2,700.00
Freehold Twp.	West Freehold-Georgia School House Rd.,Sec.4	2.4	Gravel,BST MIP	3,600.00
Howell Twp.	Randolph Rd.	2.6	BST MIP	4,000.00
Keyport Boro.	Beers St.,Sec.2	.17	Storm Sewer & Gravel BST	2,700.00
Manalapan Twp.	Gordon's Corner-Englishtown Rd.	1.8	Gravel,BST MIP	3,600.00

(continued on Sheet #7)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 7)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	MONMOUTH COUNTY (continued)			
Manasquan Boro.	1st, Central Avs., Clark St., Riddle Way	.6	Bit.Conc.	$ 3,600.00
Middletown Twp.	Everett Rd.	.58	Gravel, cacl	4,500.00
Millstone Twp.	Gravel Hill Rd.	.55	Gravel, BST MIP	3,600.00
Monmouth Beach Boro.	Valentine St.	.25	Gravel	2,500.00
Neptune City Boro.	Windsor Ct., Locust Av., Riverdale Av., Holly St.	.78	Gravel, BST	2,700.00
Neptune Twp.	Stratford, Milton, Hawthorne, MacBride & Columbus avs.	1.09	Gravel, BST	4,500.00
Ocean Twp.	Logan Rd.	1.62	BST MIP	3,000.00
Oceanport Boro.	Wolf Hill Av.	.4	Bit.Conc.	3,000.00
Raritan Twp.	Bethany Rd., Sec.2, & Beers St. (BST)	1.85	BST	2,700.00
Rumson Boro.	Bellevue Av.	1.16	BST MIP	2,700.00
Sea Girt Boro.	Baltimore Blvd. & 5th Av., Sec.2	.19	BST & Gravel	2,000.00
Upper Freehold Twp.	Polhemustown-New Egypt Rd.	1.7	Gravel, BST	3,000.00
Wall Twp.	Allenwood-Lakewood Rd.	1.1	Gravel, BST	3,600.00
West Long Branch Boro.	Whale Pond Rd.	.7	Storm Sewer	2,700.00
	MORRIS COUNTY			
Boonton Twp.	Meriden Rd.	1.	Bit.Pen.Mac.	6,300.00
Chatham Twp.	River Rd., Sec.1	.5	Bit.Conc.	9,000.00
Chester Twp.	South Rd., Sec.3	.4	Bit.Conc.	10,800.00
Denville Twp.	Franklin Av., Sec.2	.6	Bit.Conc.	9,000.00
Florham Park Boro.	Roosevelt Blvd., Sec.2	.75	Bit.Conc.	5,400.00
Mine Hill Twp.	Randall Av.	1.	Bit.Pen.Mac.	10,800.00
Morris Twp.	Western Av., Secs.2 & 3	.417	Bit.Pen.Mac.	900.00
Mount Olive Twp.	Bartley-Drakestown Rd.	1.1	Bit.Pen.Mac.	3,600.00
Randolph Twp.	Millbrook Av.	1.05	Bit.Pen.Mac.	9,000.00
Riverdale Boro.	Mathews Rd., Sec.2	.5	Bit.Pen.Mac.	6,600.00
Washington Twp.	Bartley-Drakestown Rd.	1.1	Bit.Pen.Mac.	3,600.00
	OCEAN COUNTY			
Barnegat City Boro.	27th St.	.25	Gravel	1,500.00
Beach Haven Boro.	* Various sts. to be determined		Re-grading & reconstruct gravel, BST	4,000.00

(continued on Sheet 8)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 8)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	OCEAN COUNTY (continued)			
Beachwood Boro.	Spar & Anchor avs.	2.	Gravel	$ 2,700.00
Berkeley Twp.	Bayview Blvd.	1.3	Gravel	2,600.00
Brick Twp.	Midstreams Rd.	1.65	Gravel	4,000.00
Dover Twp.	Waldron,Gary,Green Island rds.	6.14	Gravel	4,000.00
Harvey Cedars Boro.	*Various streets to be determined	.37	Gravel	4,000.00
Jackson Twp.	Bowmans Rd.,Sec.1	.7	Gravel	4,000.00
Lacey Twp.	Newark & Letts avs.	.65	Gravel,BST	2,700.00
Lakewood Twp.	Spruce St.,Sec.2	.55	Gravel	2,600.00
Lakewood Twp.	VanBuren Av. & Adams St.	.29	Gravel	1,400.00
Little Egg Harbor Twp.	Tuckerton-Little Beach Rd.	2.	Gravel	2,500.00
Long Beach Twp.	*Various streets to be determined		BST	4,000.00
Manchester Twp.	Cedar Bridge-Whiting,Sec.1	2.	Gravel	4,000.00
Ocean Gate Boro.	Stone Harbor,Wildwood,Newport avs.	.029	Conc.bulkheads	2,700.00
Ocean Twp.	Wells Mills-Warren Grove Rd.	2.5	Gravel	4,000.00
Pine Beach Boro.	Riverside Drive	.19	Treated timber bulkhead	4,000.00
Plumsted Twp.	Big Woods (Archertown) Rd.	1.75	Gravel	2,700.00
Point Pleasant Boro.	Gowdy & Borden avs.	.52	Gravel	2,500.00
Point Pleasant Beach Boro.	Hawthorn Av.,River Blvd.,Niblick St., Channel Dr.,Chicago & Cincinnati avs.	1.12	Gravel	2,700.00
Seaside Heights Boro.	Sampson Av.,Sec.2	.084	Gravel,BST	800.00
Ship Bottom Boro.	*Various streets to be determined		Reconstruct Gravel,BST	4,000.00
Surf City Boro.	*Various streets to be determined		Reconstruct Gravel,BST	4,000.00
Union Twp.	Wells Mills-Warren Grove Rd.	1.1	Gravel	3,600.00
(*Determination to be made following completion of survey of hurricane damage.)				
	PASSAIC COUNTY			
Bloomingdale Boro.	Catherine & Warren avs.	.35	Bit.Pen.Mac.	6,500.00
Haledon Boro.	Ida St. & North 16th St.	.14	Bit.Conc.	3,000.00
Haledon Boro.	North 15th St.	.17	Bit.Pen.Mac.	3,500.00
Hawthorne Boro.	Fairview Av.	.3	Bit.Conc.	5,000.00
Hawthorne Boro.	Grandview Av.	.2	Bit.Conc.	1,000.00
Little Falls Twp.	1st,2nd & Grove sts.	.336	Bit.Pen.Mac.	6,500.00
North Haledon Boro.	Manchester Av.	.58	Bit.Pen.Mac.shoulders	2,500.00
North Haledon Boro.	Rothesay Av.	.19	Bit.Pen.Mac.	4,000.00

(continued on Sheet 9)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 9)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	PASSAIC COUNTY (continued)			
Pompton Lakes Boro.	Dawes Highway	.12	Bit.Pen.Mac.	$ 2,500.00
Pompton Lakes Boro.	Riverdale Blvd.	.4	Bit.Pen.Mac.	4,000.00
Prospect Park Boro.	North 11th St.,Sec.2	.31	Bit.Conc.	5,500.00
Ringwood Boro.	Burnt Meadow Rd.	.75	Bit.Pen.Mac.	6,000.00
Totowa Boro.	Crews St.	.093	Bit.Pen.Mac.	1,000.00
Totowa Boro.	Lind Rd.	.047	Bit.Pen.Mac.	1,000.00
Totowa Boro.	Raphael Rd.	.242	Bit.Pen.Mac.	2,000.00
Totowa Boro.	Tracey Av.,Sec.2	.038	Bit.Pen.Mac.	500.00
Wayne Twp.	Oakwood Drive & Peninsula Drive	.23	Bit.Pen.Mac.	6,500.00
West Milford Twp.	Morsetown Rd.	.66	Bit.Pen.Mac.	4,000.00
West Milford Twp.	West Brook Rd.,Sec.4	.66	Bit.Pen.Mac.	5,500.00
West Paterson Boro.	Providence Av. & West 36th St.	.25	Bit.Conc.	4,500.00
	SALEM COUNTY			
Alloway Twp.	McKillip Rd.	1.	Gravel,BST	5,400.00
Elmer Boro.	Fourth St. (paving)	.2	Bit.Conc.	3,600.00
Lower Alloways Creek Twp.	Buckhorn Rd.,Sec.1	.8	Gravel,BST	5,400.00
Lower Penns Neck Twp.	North & South Drives,Washington & Hamilton avs.	1.	Gravel,BST	5,400.00
Mannington Twp.	Compromise Rd.	2.1	Gravel,BST	4,500.00
Penns Grove Boro.	West Harmony St.	.2	Reinf.Conc.	6,300.00
Pilesgrove Twp.	Jill Rd.	.9	Gravel,BST	5,400.00
Pittsgrove Twp.	Bramble Rd.	1.03	Gravel,BST	5,400.00
Quinton Twp.	Burden Hill Rd.	3.1	Gravel,BST	3,000.00
Quinton Twp.	Cream Ridge Rd.	.5	Gravel,BST	2,700.00
City of Salem	Ninth St.	.27	Bit.Conc.	7,200.00
Upper Penns Neck Twp.	Avenue I Extension	.4	Gravel,BST	2,700.00
Upper Penns Neck Twp.	Miller Av.	.4	Gravel,BST	2,700.00
Upper Pittsgrove Twp.	Elmer-Keans Corner Rd.,Sec.1	1.	Gravel,BST	4,500.00
Upper Pittsgrove Twp.	Fox Mill Rd.	.9	Gravel,BST	4,500.00

(continued on Sheet 10)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 10)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
	SOMERSET COUNTY			
Bedminster Twp.	Pluckemin-Burnt Mills Rd.,Sec.5	.453	Bit.Conc.	$ 11,250.00
Bridgewater Twp.	North Gaston Av.	.15	Bit.Conc.	6,750.00
Franklin Twp.	Cedar Grove Lane,Sec.4	1.5	Bit.Conc.	10,800.00
Hillsborough Twp.	New Center School House Rd.,Sec.6	3.	Bit.Conc.	15,300.00
Montgomery Twp.	Hollow Rd.,Sec.4	1.5	Bit.Conc.	10,800.00
Warren Twp.	Mount Horeb Rd.,Sec.2	.3	Bit.Conc.	10,800.00
Watchung Boro.	Hillcrest Rd.	.76	Bit.Conc.	9,300.00
	SUSSEX COUNTY			
Andover Twp.	Limecrest Rd.,Sec.1	.25	Gravel	5,000.00
Frankford Twp.	Orrin Losey Rd.	.75	Gravel	4,000.00
Franklin Boro.	Davis Rd.,Sec.2	1.	Gravel	10,000.00
Hamburg Boro.	Oak St.	.4	Bit.Pen.Mac.	5,000.00
Hampton Twp.	Myrtle Grove-Lake Kemah,Sec.5, & Mecca Lake Rd.	2.	Gravel	5,000.00
Montague Twp.	Deckertown Turnpike	1.	Gravel	5,000.00
Town of Newton	Halsted St.	.17	Bit.Pen.Mac.	9,000.00
Sparta Twp.	Limecrest Rd.,Sec.3	.25	Gravel	5,000.00
Stillwater Twp.	Five Points-Middleville,Sec.2	1.5	Gravel	8,000.00
Sussex Boro.	Munson St. & Walnut St.	.75	Bit.Pen.Mac.	3,000.00
Vernon Twp.	Canisteer Rd.,Sec.2	1.	Gravel	8,000.00
Wantage Twp.	Quarryville-Wolf Pit Rd.,Sec.3	2.	Gravel	8,000.00
	UNION COUNTY			
Cranford Twp.	Lincoln Av.,Sec.4	.37	Bit.Conc.	10,350.00
Kenilworth Boro.	Washington Av.	.38	Reinf.Conc.	15,000.00
Mountainside Boro.	Central Av. & New Providence Rd.	.42	Bit.Pen.Mac.	9,900.00
Scotch Plains Twp.	Raritan Rd.	.38	Bit.Conc.	9,900.00
Union Twp.	Commerce Av.	.283	Reinf.Conc.	14,850.00
Town of Westfield	Windsor Av.,Ripley Pl.,Livingston St.	.55	Bit.Conc.	15,000.00

(continued on Sheet 11)

APPLICATIONS APPROVED FROM 1945 TOWNSHIP AND BOROUGH AID FUNDS (continued, Sheet 11)

Municipality	Name of Road	Length	Type Surface	State's Share Allotted
WARREN COUNTY				
Alpha Boro.	Central Av. & 4th Av.	.41	Bit.Conc.	$ 4,500.00
Blairstown Twp.	Cobblewood Rd.	1.8	Gravel,BST	9,000.00
Franklin Twp.	River Rd.	1.5	Gravel,BST	11,100.00
Hardwick Twp.	Millbrook Rd.	2.	Gravel	9,000.00
Hope Twp.	Locust Lake Rd.	2.	Gravel	9,000.00
Independence Twp.	Ryan Rd.	1.3	Gravel,BST	9,000.00
Pahaquarry Twp.	River Rd.,Sec.8	3.	Gravel	9,000.00
Town of Phillipsburg	North Main St.	.25	Bit.Conc.	5,400.00
Washington Twp.	Mine Hill Rd.	1.25	Gravel,BST	9,000.00

TOWNSHIP & BOROUGH AID MAINTENANCE

County	Total Amount of Schedule	State's Share from 1944 Funds	State's Share from previous years funds	Total State's Share Obligated
Atlantic	$ 68,427.02	$ 25,000.00	$ 36,584.32	$ 61,584.32
Bergen	27,777.77	25,000.00	-	25,000.00
Burlington	27,777.77	25,000.00	-	25,000.00
Camden	61,137.64	25,000.00	30,023.90	55,023.90
Cape May	43,543.35	25,000.00	14,189.01	39,189.01
Cumberland	44,976.46	25,000.00	15,478.81	40,478.81
*Essex	-	-	-	-
Gloucester	27,465.00	24,718.50	-	24,718.50
#Hudson	-	-	-	-
Hunterdon	45,964.03	25,000.00	16,367.63	41,367.63
Mercer	34,155.54	25,000.00	5,739.99	30,739.99
Middlesex	49,525.46	25,000.00	19,572.92	44,572.92
Monmouth	34,965.94	25,000.00	6,469.35	31,469.35
Morris	42,029.26	25,000.00	12,826.34	37,826.34
Ocean	36,988.52	25,000.00	8,289.67	33,289.67
Passaic	41,757.07	25,000.00	12,581.36	37,581.36
Salem	34,281.92	25,000.00	5,853.73	30,853.73
Somerset	34,893.40	25,000.00	6,404.06	31,404.06
Sussex	41,147.93	25,000.00	12,033.14	37,033.14
Union	20,000.00	9,000.00	9,000.00	18,000.00
Warren	27,777.77	25,000.00	-	25,000.00
Totals	$744,591.85	$458,718.50	$211,414.23	$670,132.73

*Funds cancelled and re-allotted to Ridgewood Avenue, Glen Ridge Borough, in accordance with Chapter 380, Laws of 1939
#Funds cancelled and re-allotted to John Street, Town of Secaucus, in accordance with Chapter 380, Laws of 1939

TOWNSHIP & BOROUGH AID APPLICATIONS SUBMITTED FOR 1945 FUNDS

County	Number of Applications	Mileage	Estimated Cost	State's Share Requested	Dirt Road Fund Requested	State's Share Available
Atlantic	18	17.26	$ 178,783.93	$ 160,905.54	$ 50,000.00	$ 125,000.00
Bergen	43	15.35	581,780.00	523,602.00	50,000.00	125,000.00
Burlington	41	54.21	329,358.70	296,422.83	50,000.00	125,000.00
Camden	27	19.70	244,037.31	219,633.58	50,000.00	125,000.00
Cape May	9	7.05	123,906.35	111,515.72	50,000.00	125,000.00
Cumberland	15	18.66	131,766.67	118,590.00	50,000.00	125,000.00
Essex	20	9.16	577,299.33	519,569.40	50,000.00	125,000.00
Gloucester	36	51.75	335,139.70	301,625.73	-	125,000.00
Hudson	11	3.84	491,666.67	442,500.00	-	125,000.00
Hunterdon	14	29.03	508,000.00	457,200.00	50,000.00	125,000.00
Mercer	11	7.63	197,868.89	178,082.00	50,000.00	125,000.00
Middlesex	18	14.72	256,944.44	231,250.00	50,000.00	125,000.00
Monmouth	40	46.65	385,725.55	347,153.00	50,000.00	125,000.00
Morris	27	23.59	406,068.89	365,462.00	50,000.00	125,000.00
Ocean	28	34.25	246,408.33	221,767.50	50,000.00	125,000.00
Passaic	29	8.49	225,561.11	203,005.00	50,000.00	125,000.00
Salem	18	16.90	118,111.11	106,300.00	50,000.00	125,000.00
Somerset	16	14.57	306,796.44	276,116.80	50,000.00	125,000.00
Sussex	26	28.80	258,688.89	232,820.00	50,000.00	125,000.00
Union	17	9.18	380,111.11	342,100.00	50,000.00	125,000.00
Warren	12	18.31	185,555.55	167,000.00	50,000.00	125,000.00
Totals	476	520.43	$6,469,578.97	$5,822,621.10	$950,000.00	$2,625,000.00

RECAPITULATION

MOTOR VEHICLE AID

STATUS OF CONTRACT OR FORCE ACCOUNT PROJECTS, JANUARY 1, 1944 to DECEMBER 31, 1944

Type	Mileage	State's Allotment	Contract Amount, Final Cost or Estimated Cost
Bridges	-	$ 69,500.00	$ 57,376.55
Bituminous Concrete	3.027	66,341.98	69,315.14
Sheet Asphalt	.147	30,000.00	26,900.84
Grand Totals	3.174	$165,841.98	$153,592.53

TOWNSHIP & BOROUGH AID ROADS COMPLETED JANUARY 1, 1944 to DECEMBER 31, 1944

Type	Mileage	State's Share of Construction	State's Share of Engineering	Right of Way	Final Cost of Construction	Total Cost of Project
Gravel	17.665	$ 78,911.81	$ 2,257.05		$ 87,101.38	$ 89,036.41
Gravel,BST	.601	5,733.67	540.90		6,370.74	6,971.74
Gravel,cacl	1.730	12,931.89	-		15,619.04	15,914.40
Gravel,MIP	1.540	6,283.15	439.31		6,981.27	7,469.40
Bituminous Surface Treatment	40.820	71,579.36	-		80,407.42	80,407.42
Mixed in Place BST	15.187	52,030.23	142.20		60,529.74	60,687.74
Bituminous Penetration Macadam	3.894	103,420.98	2,508.27	$409.68	120,390.80	123,707.76
Type "A" or "T"	2.216	52,450.75	1,455.00		60,259.11	62,356.01
Bituminous Concrete	2.194	61,879.84	1,075.78		71,356.60	72,564.78
Grading & Drainage	.388	5,406.48	299.48		6,007.20	6,339.95
Reinforced Concrete	.332	41,046.15	57.85		46,016.43	46,356.43
Plain Concrete	.094	6,300.00	-		7,290.73	7,762.58
Grand Totals	86.661	$497,974.31	$8,775.84	$409.68	$568,330.46	$579,574.62

RECAPITULATION (Sheet 2)

TOWNSHIP & BOROUGH AID ROADS UNDER CONSTRUCTION DECEMBER 31, 1944

Type	Mileage	State's Share	State and Municipal Share
Gravel	14.96	$ 61,651.63	$ 68,501.79
Gravel,BST	1.09	12,417.98	13,797.75
Gravel,cacl	1.10	6,070.00	6,744.44
Gravel, MIP	1.56	7,365.29	8,183.65
Grading & Drainage	.31	11,250.00	12,500.00
Bituminous Penetration Macadam	.39	8,000.00	8,888.88
Type "A" or "T"	1.50	47,250.79	52,500.87
Bituminous Soil Stabilization	.31	1,800.00	2,000.00
Grand Totals	21.22	$155,805.69	$173,117.38

TOWNSHIP & BOROUGH AID APPLICATIONS APPROVED BUT WORK NOT STARTED DECEMBER 31, 1944

Type	Mileage	State's Share	State and Municipal Share
Gravel	174.25	$684,905.40	$761,005.75
Gravel,BST	140.01	547,746.50	608,606.83
Gravel,MIP	3.00	6,800.00	7,555.56
MIP BST	.75	1,800.00	2,000.00
Gravel,cacl	29.81	167,603.95	186,226.56
Bituminous Surface Treatment	11.49	19,420.00	21,577.76
Bituminous Penetration Macadam	76.95	813,326.74	903,596.17
Bituminous Concrete	43.77	599,041.27	665,601.30
Sheet Asphalt	1.91	77,230.00	85,811.09
Type "A" or "T"	68.18	822,617.93	914,019.68
Reinforced Concrete	7.06	240,488.21	267,209.11
Plain Concrete	3.61	322,900.00	358,777.76
Grading & Drainage	2.45	16,199.00	17,998.89
Bituminous Soil Stabilization	1.55	11,700.00	13,000.00
Grand Totals	564.79	$4,331,779.00	$4,812,986.46

ANNUAL REPORT

OF THE

MAINTENANCE DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

◆

FOR THE YEAR

1944

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

REPORT OF SUPERINTENDENT OF MAINTENANCE FOR CALENDAR YEAR FROM JANUARY 1, 1944 TO DECEMBER 31, 1944

There is submitted herewith a report for the Maintenance Division for the calendar year from January 1, 1944 to December 31, 1944. While this period does not correspond to the fiscal period set up by the 1944 Session of the Legislature, the report is being prepared and presented, in order that there may be a report similar to and capable of being compared with reports for the old fiscal year. The greater part of this report is presented in the form of tables, which contain important information regarding the conduct of the work of the Division. These tables correspond to the tables used in previous years and, therefore, permit of direct comparisons with tables in previous years' reports.

Table No. 1 indicates that there has been an increase of only approximately six miles in the mileage under maintenance at the end of the year. The mileage under construction as of December 31, 1944 has decreased about six miles from that indicated in 1943. The mileage of institutional roads and approaches has remained the same, although requests have been received to perform work on a very much larger mileage; a large portion of this mileage being involved in Forest and Park roads under the Department of Conservation and Development. As in 1943, there is still a very definite question as to the propriety of maintaining all of the mileage on which the Department has been asked to do work by the Department of Conservation and Development. As stated in the 1943 report, a large portion of the mileage is unquestionably township road and roads which have been used by the public for a number of years but on which there does not

appear to be any actual recorded returns. A definite determination of the status of these two types of highway with respect to maintenance with institutional funds is expected in the early future. Oddly, despite the effect of the war, there has been a marked increase in the number of permits issued for both utility services and service station and miscellaneous purposes.

Table No. 2 shows a schedule of mileages under maintenance as of December 31, 1944. A total increase of approximately seven miles is indicated on the State Highway System. This is chiefly reflected in the mileage taken over from construction, which, in Table No. 1, shows a decrease of about six miles over 1943. A larger proportional increase, however, is shown in the total mileage of concrete under maintenance; i.e. thirty-eight miles, and a decrease in the total mileage of sheet asphalt and bituminous concrete under maintenance; i.e. twenty-eight miles. This apparent fallacy is due primarily to the fact that in 1943 concrete pavements resurfaced with bituminous concrete were carried under the type "bituminous concrete," whereas in the 1944 report, such pavements have been returned to the type "concrete" column, where we believe they properly belong. Otherwise, a wholly incomparable cost analysis of the two types of pavement would be the result. The pavements so resurfaced are indicated in the footnotes.

Table No. 3, indicating major operations completed during the year 1944, shows a rather variable fluctuation between increases and decreases over 1943. This variation should not be attributed to any neglect of the important projects assigned to the Division but rather to the very close cooperation with the Federal Government in the

restrictions placed on critical materials in the prosecution of the war effort. It must be pointed out that the operations outlined in Table No. 3 are not those which might be classified as routine maintenance. During 1944 the Division again cooperated with the Army, Navy and defense organizations in the adjustment of pavements and floor systems by the mud-jacking method. Even with the shortage of manpower, it was possible, through the tireless efforts of our personnel, to bring to a successful conclusion every project upon which we were called for assistance and consultation. In addition, a very important project on Routes 4 and 34, between colts Neck and Cheesequake, was initiated and all but completed where these highways formed an important connecting link with the Earle Naval Supply Depot. This consisted not only of mud-jacking, but included drainage and major pavement replacement as well. It is quite doubtful that without the rapid completion of this operation, the tremendous volume of traffic carried to the Supply Depot could have been accommodated.

The principal materials used by the Division during the year are shown in Table No. 4. This tabulation also indicates a marked variation in the type of work performed. Much of this was due to the restrictions on certain strategic materials, although it must be pointed out that all bituminous materials showed much better than a fifty per cent increase. This fact is not difficult to explain. The year 1943 required radical reductions in the use of these essential materials and this Division exerted every effort to comply with Government regulations. During 1944, however, the restrictions on bituminous materials were eased and the Division took advantage of such action in an effort to regain what had been lost in 1943 through deferred maintenance. The large increase in the quantity of

cinders used by the Division during 1944 was not due to requirements for abrasives for ice and snow control but rather to the quantity of cinders used for sub-base material on the construction of the Approach to the Motor Reception Park at Carteret, a Federal project.

Table No. 5 is an analysis of maintenance costs by route and type of pavement. It indicates that the average total cost per mile for the year rose from $934.71 to $1,039.22, an increase of $104.51. The principal increases were in the Classifications M-1, E-5 and M-3. In regard to the Classifications M-1 and E-5, which cover ordinary and extraordinary maintenance and repairs on main pavements, as indicated in Table No. 4 and as pointed out hereinabove, the increase in the use of bituminous materials over 1943 would necessarrily increase these costs even though manpower costs remained almost stationary except for some slight adjustments in hourly rates put into effect during 1944. Pavement failures, due to elements of uncontrolled expansion, continued in 1944 to be a major problem in highway maintenance. It appears that the solution of this problem will be arrived at by our engineers in the not too distant future. With respect to the Classification M-3, which covers ordinary work on drains, ditches, shoulders, and rights of way, while here, too, the increased use of bituminous material has been a factor, perhaps the greatest part of this increase resulted from the cleaning and clearing of debris resulting from the hurricane during September.

Although not indicated in any of the tables, our forces were called upon to aid the municipalities along the Atlantic Coast in clearing up damage caused by the hurricane of September 14, 1944. This aid was authorized by His Excellency, Governor Walter E. Edge,

and consisted of the furnishing of labor, supervision and equipment, both hired and Department, for the removal of sand and debris from the roadways, the cutting up and removal of trees which had fallen into the roadways, and other miscellaneous operations. Our forces put in a considerable amount of overtime on these operations and the Department received a number of letters from the local governing bodies and other interested parties and organizations commending both the Department and its forces for the assistance rendered.

ORGANIZATION

There has been no radical change in the general organization of the Division in 1944. Lack of manpower affected the overall picture of the efficiency usually maintained. Although at times the manpower situation became critical, the emergencies arising were surmounted by extra unselfish efforts on the part of the Division personnel. We look forward faithfully to an improved situation in 1945.

BRIDGES

Bridge maintenance has gone along in its usual workmanlike manner in 1944. Trouble has occurred due to expansion difficulties on our movable structures, as has been the case in some few structural approaches. These troubles are being rapidly overcome.

SNOW REMOVAL

As in the previous season, considerable emphasis was placed on the necessity for thorough provisions for snow removal and ice control by the military authorities. As military activities increased, even greater stress was laid on the importance of these activities. The program, as set up, called for snow removal on 1,655.487 miles,

a slight increase over the previous season. Considerable difficulty was experienced in organizing the program, even though an early start was made. Steps were made in the eliminationof parking and other factors which might interfere with efficient operations. Arrangements were made, as before, with the Civilian Defense organization and the military authorities for volunteer personnel. The total average State-wide snow fall for the year amounted to 27.7 inches as compared with approximately eighteen inches during 1943, or an increase of 9.7 inches. An analysis of snow removal costs again emphasized the growing importance of ice control, the cost of which approximated fifty-three per cent of the total of the combined operations. Total costs amounted to $753,918.00, or an average of $455.41 per mile, which is an increase of $36.59 over the previous season. This increase is due to the heavier snow fall and the mounting demand for adequate ice control. It is again fitting and proper to call attention to the magnificient loyalty of all employees of the Department assigned to these operations. The work calls for long and trying hours, and disasterous results might have obtained had not this unselfish cooperation been shown by all employees.

SIGNS AND MARKINGS

There has been no great change in the operations of this section during 1944. Naturally, the restrictions on the use of cast iron have curtailed the efforts to establish permanent markers on all routes, yet the records indicate that our highway markings are far more complete than the general average. The amount of traffic lines, as shown in Table No. 3, indicates no appreciable change, although the cost of this safety control has risen from about

$0.00835 per foot in 1943 to $0.00929 in 1944. This increase in cost in no manner reflects upon the efficiency of this group, as the same is due entirely to the increased costs of material.

LANDSCAPING

Landscaping was chiefly confined to maintenance operations, although one striking exception was the inauguration of the establishment of the Blue Star Drive, a beautification project on Route #29 from Mountainside to North Plainfield. This outstanding roadside improvement has already received a tremendous amount of favorable comment from the public. Lack of manpower again seriously hampered the efforts of this group to preserve the standards of landscape maintenance desired.

During the year, on recommendation of a sub-committee of the "New Jersey Continuation Committee for Roadside Improvement," Route #29, between North Plainfield and Chimney Rock, was designated as a "Test Section" for experimental purposes to determine what can be done in the way of a general improvement of the highway and the roadside by cooperative effort between abutting owners, local clubs, municipal authorities and the Department. Considerable preliminary work was done and response to the idea was encouraging. A tentative program was, therefore, adopted outlining the work to be done by the various interests. Shortly after the adoption of the program all available equipment and manpower were required for emergency work following the September hurricane.

PERMITS AND ENCROACHMENTS

The abatement of encroachments on highway rights of way continued actively during the year. It is true that not all of the

objectives were reached but the ultimate success of the project seems assured. The control of utility openings and entrances construction was carried out in the usual efficient manner. It is to be pointed out that although the work materially increased, it was carried out with a reduced personnel.

RECOMMENDATIONS

As pointed out in the 1943 report, serious consideration should be given to the equipment situation, particularly as it affects snow removal operations. Further studies should be made in connection with the light equipment versus heavy equipment problem, concerning which recommendations were submitted last year.

Additional office space is required to offset present overcrowded conditions. As the situation permits, it is recommended that efforts be made to secure such space and bring all division offices under the same roof.

As the alignment of highways is constantly changing, great difficulty has been experienced in establishing a permanent system of bridge identification. The present system is based on the mile post number, which obviously is liable to change from time to time as highways are straightened and extensions added. It is recommended that a study be made of some simplified method of permanently identifying our bridge system.

The development of high early strength in the mixtures used in mud-jacking operations is becoming more and more important. It is recommended that the soil studies being made in this connection be given even greater attention.

Respectfully submitted,
Alex. W. Muir
Superintendent of Maintenance

by
F. D. Woodruff
Assistant Superintendent of Maintenance

[illegible]

[illegible]

[illegible] dations were submitted last year. [illegible]

[illegible] conditions. As the matter is important, it is recommended that [illegible] be made to secure such agreement [illegible] all divisions [illegible] the same year.

[illegible] difficulty has been experienced in [illegible] of printed publications. [illegible] that a study be made of [illegible] and the [illegible] system.

[illegible]

TABLE No. 1

1944

Total State Highways Under Maintenance ------------	1,668.0011
Total Under Construction --------------------------	10.0280
	1,678.0291
Institutional Approaches and Interior Roads Under Maintenance ------------------	450.2360

GENERAL

Service Station and Miscellaneous Permits ---------	253
Opening and Pole Permits --------------------------	706

TABLE NO. 2 - 1944

SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1944

Route	Concrete under Mainten-ance Miles	Macadam under Mainte-nance Miles	Gravel under Maint-enance Miles	Sh.Asph. Bit.Con. under Mainten-ance Miles	Bit.Mac. under Mainten-ance Miles	Stone Block under Mainten-ance Miles	Brick, Earth Asph.Block New R.O.W. Misc. under Maintenance Miles	Total under Mainten-ance Miles
1	1* 17.884			1* 5.155	0.090	1* 0.422	0.476	1* 24.027
S1	3.058			0.087				3.145
S1A	2.091							2.091
3	8.844			2* 0.3363	0.015			2* 9.1953
S3	2.562				0.049		3.115	5.726
4	3* 133.402		13.872	11.829	0.308		3* 1.371	3* 160.782
S4	1.565							1.565
S4B							10.609	10.609
5	3.470			0.284				3.754
S5				0.691				0.691
6	4* 65.979			7.113		4* 0.657	0.505	4* 74.254
6A	5* 1.333							5* 1.333
S6	1.310			0.953				2.263
7	1.223			6* 3.8971		0.190		6* 5.3101
8	23.830				0.124			23.954
10	7* 19.189			3.797	0.043	1.201		7* 24.230
12	9.530				1.250			10.780
13E	0.029		0.107					0.136
17	8* 25.925			0.276				8* 26.201
18							4.274	4.274
21	1.980			9* 3.373	0.087			9* 5.440
22	0.147							0.147

1* 0.794 G.Wash.Bridge App.; 1.424 Dual Hwy; 0.287 Elevated Hwy. 2* 0.0653 Parallel Hwy. 3* 9.722 Resurfaced concrete; 8.159 Dual Hwy; 5.669 Part Dual Hwy; 0.565 Victory Bridge. 4* 8.107 Resurfaced concrete; 16.685 Dual Hwy; 6.203 Part Dual Hwy; 1.531 Parallel Hwy. 5* Picatinny Arsenal Access Hwy. 6* 0.373 Parallel Hwy. 7* 10.779 Dual Hwy. 8* 10.911 Dual Hwy; 0.276 Resurfaced Bituminous Macadam. 9* 0.200 Parallel Hwy.

TABLE NO. 2 - 1944

SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1944

Route	Concrete under Mainten-ance Miles	Macadam under Mainte-nance Miles	Gravel under Maint-enance Miles	Sh.Asph. Bit.Con. under Mainten-ance Miles	Bit.Mac. under Mainten-ance Miles	Stone Block Under Mainten-ance Miles	Brick, Earth: Asph.Block New R.O.W. Misc. under Maintenance Miles	Total Under Mainten-ance Miles
23	10* 39.275	10* 6.175		0.040	0.082		2.650	10* 48.222
24	24.730			7.164		0.231		32.125
S24	10.465				0.401	0.149		11.015
25	11* 86.738			11* 20.269	0.255	4.665	2.791	11* 114.718
25B				0.350				0.350
S25	0.453							0.453
26	12* 23.612			0.687				12* 24.299
S26	13* 1.549							13* 1,549
27	22.753			19.459		0.690	1.080	14* 43.982
28	52.748			3.791			15* 8.721	15* 65.260
S28	7.615				0.315			7.930
29	16* 51.337			16* 0.668				16* 52.005
29A	2.997						0.852	3.849
30	47.291			0.172	0.500			17* 47.963
31	50.519	3.458		18* 1.835	0.095			18* 55.957
S31	14.570	2.300	2.600	0.048	0.201			19.719
32	19* 12.231			8.519				19* 20.750
33	38.963			3.940	0.265			20* 43.168

10* 9.123 Dual Hwy; 2.743 Part Dual Hwy; 5.802 Shale Base. 11* 26.507 Parallel Overhead Ramps & Rotaries; 2.908 Resurfaced Concrete; 48.774 Dual Hwy; 2.565 Part Dual Hwy; 0.422 Elevated Hwy; 3.478 Pulaski Skyway. 12* 20.587 Dual Hwy; 13* 1.549 Dual Hwy. 14* 17.931 Resurfaced Concrete. 15* 9.062 Parallel Hwy; 2.491 Resurfaced Concrete; 8.450 Dual Hwy; 1.762 Part Dual Hwy; 2.867 Connect. Link. 16* 5.193 Parallel Hwy; 18.114 Dual Hwy; 0.585 Elevated Hwy. 17* 1.631 Resurfaced Concrete. 18* 4.000 Resurfaced Concrete. 19* 0.185 Parallel Hwy; 2.393 Resurfaced Concrete. 20* 1.690 Parallel Hwy; 1.665 Resurfaced Concrete; 3.793 Part Dual Hwy.

TABLE NO. 2 - 1944

SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1944

Route	Concrete under Maintenance Miles	Macadam under Maintenance Miles	Gravel under Maintenance Miles	Sh.Asph. Bit.Con. under Maintenance Miles	Bit.Mac. under Maintenance Miles	Stone Block under Maintenance Miles	Brick, Earth: Asph. Block: New R.O.W. Misc. under Maintenance Miles	Total under Maintenance Miles
34	25.883			0.097				25.980
35	21* 52.606			21* 15.299	0.437		1.795	21* 70.137
36	22* 16.118						0.240	22* 16.358
37	23* 23.582		2.801	23* 0.719	1.038		1.360	23* 29.500
38	24* 16.801		3.364					24* 20.165
39	25* 33.855			6.834	0.521			25* 41.210
S39	26* 8.132							26* 8.132
40	55.041			27* 3.052				27* 58.093
S40	23.190							23.190
41	9.001				0.389			9.390
S41	28* 18.768	1.340		0.520				28* 20.628
42	29* 42.921			29* 3.435				29* 46.356
43	47.869		30* 31.599					30* 79.468
44	31* 22.712	31* 2.435		31* 8.600	3.191		3.300	31* 40.238
S44	32* 1.785							32* 1.785
45	30.110			3.512	0.930		0.241	34.793
46	20.667							20.667

21* 0.647 Parallel Hwy; 6.677 Dual Hwy; 1.939 Part Dual Hwy; 0.831 Thomas Edison Bridge. 22* 1.202 Parallel Hwy; 3.555 Dual Hwy. 23* 1.741 Dual Hwy. 24* 5.615 Dual Hwy. 25* 2.694 Parallel Hwy; 2.209 Dual Hwy; 3.371 Part Dual Hwy.

26* Fort Dix Access Road; 3.684 Dual Hwy. 27* 3.052 Parallel Hwy; 3.547 Dual Hwy.

28* 8.058 Dual Hwy; 5.256 Part Dual Hwy. 29* 3.296 Parallel Hwy; 5.391 Dual Hwy.

30* 31.599 Parallel Hwy. 31* 6.046 Parallel Hwy. 32* Interstate Ferry Approach.

T A B L E N O. 2 - 1944

SCHEDULE OF MILEAGES OF HIGHWAYS UNDER MAINTENANCE AS OF DECEMBER 31, 1944

Route	Concrete under Mainten-ance Miles	Macadam under Mainte-nance Miles	Gravel under Maint-enance Miles	Sh.Asph. Bit.Con. under Mainten-ance Miles	Bit.Mac. under Mainten-ance Miles	Stone Block under Mainten-ance Miles	Brick, Earth Asph.Block New R.O.W. Misc. under Maintenance Miles	Total Under Mainten-ance Miles
47	33* 42.748			11.059			0.500	33* 54.307
48	34* 34.315			34* 30.899				34* 65.214
49	35* 42.926			9.627			0.816	35* 53.369
S49	13.460							13.460
50	25.141			0.200				25.341
51	0.342		4.824					5.166
84	7.030							7.030
Total	1426.200	15.708	59.167	198.6364	10.586	8.205	44.696	1763.1984
Misc.	1.905			1.010	1.625		0.576	5.116
Total	1428.105	15.708	59.167	199.6464	12.211	8.205	45.272	1768.3144
Inst. Appr.	0.663	1.200	4.927	1.000	10.809			18.599
Inst. Int.	1.055	15.850	320.212	36* 8.450	49.500		36* 36.570	36* 431.637
Inst. Total	1.718	17.050	325.139	9.450	60.309		36.570	450.236
Grand Total	1429.823	32.758	384.306	209.0964	72.520	8.205	81.842	2218.5504

33* 1.063 Concrete Widening. 34* 4.791 Parallel Hwy; 2.764 Dual Hwy; 1.000 Resurfaced Concrete. 35* 0.155 Parallel Hwy. 36* 23.600 Surface Treated Shale; 0.400 Modified Penetration.

TABLE NO. 3 - MAJOR OPERATIONS CARRIED ON DURING THE YEAR 1944

ute	Construction Jobs	Macadam: Bit. Mac. Surfac. Sq. Yds.	Sewers & Drains Lin. Ft.	Conc. Surface Square Yards	Shoulders Resurfac. Square Yards	Guard Rail Construction Lin. Feet	Metal Signs & Posts Erected		Wooden Posts	Wood Signs Erected		Stop Street Signs		Route Markers		Bridge Activities Jobs			Mud-Jack Sq. Yd	Refl. Signs (Red) Erec.	Traffic Lines Lineal Feet				Misc. Paving Sq. Yds	Detours Maintained Miles
							Signs	Posts		Plain	Button	Plain	Button	N.J.	U.S.	Maj	Min	Paint			4"	6"	8"	12"		
			40	135			9	3	1				2	1	1		2			2	38,564	5,908	86,329	4,198		
								1					1							1	26,928	445	1,200	501		
							3														10,560	2,465	8,448	186		
				55				2	1					3			3			5	32,208	1,415	25,344	2,651		
	1													7												
	1*1		489	30			37	5	6	80	15	2		4		1	19	1	3136	30	319,011	7,937	54,588	6,856		
										1											4,752		1,848			
																				2	15,924		3,696			
							60	14	2	30	18	1	2	10	12	2	6		180	44	395,678	6,970	53,375	1,186		
							6							1												
							66	2													13,300	2,750	5,808	927		
8					10,500		2			3		1									86,632	60	450			
10							7	3		4						1	2			4	90,301	2,650	6,100	662		
12								1													40,656	1,495	1,100	52		
3E																	1									
17							7	6					1	2					420	4	112,728	6,290	34,468	1,217		
21							12					1	N							1	10,560	24,816				
23			226		16,200		8	7	4	2		3	1	1			2			7	96,040	2,624	23,304	966		
24							5	2		1		4		27						3	120,500	2,058	2,090	1,076		
24							2	1		2	6			1							24,384	13,728				
25			340	360			36	17	22	50	13	7		10	20	4	14	1	1350	83	1,036,592	54,193	123,674	3,629		
										1																
26							2	2		2				5		1	2			5	99,026	1,576	2,325	210		
								1																		
							5	5		2		10	2	6	8		3			3	211,487	25,179	47,096	1,640	192	
28	1			250			6	9		8	13	19	1	8	11					11	363,526	5,050	23,178	432		
							5	2	1	4		1		3						3	48,843	1,200	13,728			
	1*2		510	50			16	6	1			2	1	3			3		1487	7	323,927	5,174	26,634	1,083		
30				100			6	3		1		1	1	2			1		4074	2	177,997	7,755	12,628	1,708		
31	1*3		60		2,500		1	3		1		4	2	4			1			7	183,246	3,503	2,134	1,120		
S31			65		6,300			1												6	10,560					
32								7				2	1	6	8						77,880	1,530	2,030	808		
33								5	7	9	5								400	3	105,341	5,161	17,123	2,469		
34			32	502		700						1					1		1700	5	67,584		4,144	2,878		
35			18			610	11	8	13	25	10	14	4	12	4		8		120	34	359,110	4,185	96,407	5,924		
36							3	6				2					1		700		82,106	2,755	5,808	165		
37				20			2	1		2		2	1	3		2				5	68,905	1,150	1,130	76		
38							3	2		5		1		3			1		450	5		1,427		85		
39	1						20	1		4	5	1					2	1		8	143,497	785	4,812	600		
40				465			2	4		1		1		1						4	118,176	420	7,002	30		
S40							2		2	5																
41												1					2					750		980		
S41								5		1			1				2		250	5						
42			96				2	2		3		1							2144	7	50,324	4,104	26,504	960		
43						32	9	6				3	1	4	3					6	387,127	6,890	85,230	3,118		
44							6	3		8		7		2			5			4	228,962	2,462	8,394	1,484		
S44																	1									
45					300		9					6		1	5	2	2		1402	6	129,044	5,155	54,058	2,810		
46							3	1				1	2							1	53,328	80	800			
47	1*4						3					2	1	1						1	78,297	4,117	1,584	45		
48			450				9	6		3		4	5				2			2	16,336	1,043		80		
49							1	2				1		5			4				34,904	750				
S49																						570				
50								1				2					4					270				
54									4		4	2								2						
64							2														26,928					
tal:	7		2,326	1,967	35,800	1,342	383	161	64	260	87	108	36	136	72	13	94	3	17813	325	5,921,779	190,315	913,115	52,812	192	
isc.:	3									74						3*5	16*5		1322*5A							
otal:	10		2,326	1,967	35,800	1,342	383	161	64	334	87	108	36	136	72	16	110	3	19135	325	5,921,779	190,315	913,115	52,812	192	
Inst.Appr.			44		1,350																					
Inst.: Inter:		17,367*6	843																168							
Inst.: Total:		17,367	887		1,350														168							
GRAND: TOTAL:	10	17,367	3,213	1,967	37,150	1,342	383	161	64	334	87	108	36	136	72	16	110	3	19303	325	5,921,779	190,315	913,115	52,812	192	

REMARKS:
- *1. Earle Naval Ammunition damage.
- *2. Blue Star Drive Memorial Planting.
- *3. Widening and Resurfacing through Borough of Andover.
- *4. W.P.A. Reserve.
- *5. Includes fourteen jobs on D. & R. Canal
- *5A. U.S.Q.M.C.
- *6. Bituminous Concrete and Modified Penetration.

Table #4 MATERIAL REPORT YEAR 1944 TABLE #3

Route	Broken Stone Tons	Road Gravel Yards	Conc. Gravel Tons	Sand Tons	Bit.Surf. Treat.&Pen. Gallons	Bit.Cold Patch & Jt.Fillers Gallons	Bit.Conc. & Sheet Asphalt-Tons	Paving Blocks Quantity	Cement Bags	Lumber Board Feet	Paint Gallons	Calcium Chloride Tons	Cinders Yards	Common Brick Quantity	Drain & Culvert Pipe-All Sizes Feet	Guard Rail Posts Quan.	Guard Rail Cable Feet	Wood Piling Pieces
1	1257.	56			15438	3378			153	353		39	1204		22			
S-1	510.25					1482						6	229					
S-1A	136					272			10			11	481					
3	10					1969		300	50			26	199			10		
S-3	15					110						5	140					
4	2623.04	11735	549.85	4273	5916	92163	245		9390	83,941		63	479		512	20		
S-4						595							23					
5	647.5			14.5	1955	1423			150	176		24	374					
6	2364.68	489	16.25	19.6	14444	10556	3247	500	123	3,215		139	1244			80		
6A						225						7						
S-6	10					320						4						
7	35					540						21	338					
8		1183			21919	907						50	307					
10	130.8				33189	1385						76	276			65		
12	252.05				3067	3131						5	306					
13E		58	133.7	72.35					595	5,819								6
17	2936.25					2520						84	1210			90		
21	20					4138						12	184					
22						51												
23	268.9	431		6	24246	4861			70	1,692		280	2382	2500	204	55		
34						862												
24	594.9	73		16.5	4427	5900			1385	64		59	403			10		
S24	30	15				2730			24	1,120		12	431			108		
25	1859.35	1044	67	137.56	14811	44263	518	3000	906	7,708		97	2386	2600	124	12		
26	5			10		7752		1000	20			15	396					
27	1677.96				21770	4391	8832	300		3,485		5	299			20		
28	303.88			7		14290	1679		246	1,516		35	497	1500	152	101		
S28	1461.2					1071			250			7						
29	1286.	39	10.68	15.03		6604	100		805	1,226		21	501	4000	512	91		
30	569.2 7	89			1493	6514	900		250			21.2	392			29		
31	11930.4	2725		137.7	33793	7026	1885		1110	1,548		40	563	7100	556	284	3 678	
S31	949.9	2231	3	3	64784	2985			40			50	56	800	68	15		
32	1368.6					3314						34	108			13		
33	183.89	805	75.55	42.8		12510		250	396	2,675		29	360					
34	276.15	2767	464.2	163.2		7342			3650			27	147		40			
35	784.02	1695	16.25	10.2	4164	40485			90	4,818		23	212	1300	18	124		10
36	52.39	329				7077				76		8	202					
37	51.45	1874	25	12		7951			100	760		13	70		12	21		
38		508	1.5	1.3		1705			10			4	123	500				
39	134.85	387	41.75	19		17094		250	220			10.2	169					
S39		104				772						5	108					
40	22.8	5361	175.5	91	2322	6817			1051			12				113		
S40		238				1927						10				24		
41	102.9	293				3316							50					
S41	99.05	1392	150	78.25		10075		200	585			10	123			167		
42	1410.95	262	9	23.5		24724			530				130	5000				
43	3745.1	1323	13.85	15.68	50626	34063	32		130			21						
44	2116.53	395		228.05	7372	33356	125		1585	1297			260					
45	686.4	455	35	29		23657		550	265	3333		9	230					
46	192.2	1138				11954							83		130			
47	280.45	1045				36490						3	186					
48	1585.55	843	25.39	18.49	1549	23197			155	520			120		579			
49	226.85	912				11927			15	467		4	123					
S49	20	54				8087										16		
50	58	125				5376										24		
51	878.6				18423	1813							40					
52												7.5				39	2000	
nst.	11046.9	916	.5	22.25	62708	15381	955		210			31			42			
isc.	446.85	1368	8	27	7844	798			134	5171	29,012			6000	360			
AL	57,654.81	44,757	1821.97	1648.26	416,260	585,622	18,518	6,350	24703	130,980	29,012	1474.9	18,144	31,200	3,331	1531	5678	16

TABLE NO. 5

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

Schedule #10A

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
	Miles	20.129		2.989		1.330		.422						1.049				.476		26.395	
1	M-1	$ 2,628.44	$ 130.58	$ 3,974.35	$ 1,329.67	$2,555.23	$1,921.23	$ 289.53	$ 686.09	$	$	$	$	$ 87.87	$ 83.77	$	$	$	$	$ 9,535.42	$ 361.26
	M-2	922.91	45.84																	922.91	34.97
	M-3	18,927.69	940.32	2,744.86	918.32	597.83	449.50	2,080.22	4,929.43					754.43	719.19					25,105.03	951.13
	M-4	310.10	15.41	19.35	6.47	2.57	1.93							214.06	204.06					546.08	20.69
	E-5	2,550.29	126.70	933.33	312.25	14.17	10.65	177.78	421.28											3,675.57	139.25
	E-7	431.97	21.46					37.73	89.41					7.09	6.76					476.79	18.06
	Const.																				
	Total	25,771.40	1,280.31	7,671.89	2,566.71	3,169.80	2,383.31	2,585.26	6,126.21					1,063.45	1,013.78					40,261.80	1,525.36
S-1	Miles	3.058				.087														3.145	
	M-1	2,607.21	852.59			9.04	103.91													2,616.25	831.89
	M-2	2,054.82	671.95																	2,054.82	653.36
	M-3	1,773.04	579.80																	1,773.04	563.76
	M-4	27.44	8.97																	27.44	8.72
	Const.																				
	Total	6,462.51	2,113.31			9.04	103.91													6,471.55	2,057.73
S-1A	Miles	2.091																		2.091	
	M-1	138.33	66.15																	138.33	66.15
	M-2	618.16	295.65																	618.16	295.65
	M-3	629.57	301.09																	629.57	301.09
	M-4	2.57	1.23																	2.57	1.23
	Const.																				
	Total	1,388.63	664.10																	1,388.63	664.10
3	Miles	8.844		.015		.065														8.924	
	M-1	1,405.56	158.93	11.95	796.58	19.47	299.53													1,436.98	161.02
	M-2	150.50	17.02																	150.50	16.86
	M-3	8,139.41	920.32	21.27	1,417.86	12.08	185.85													8,172.76	915.82
	M-4	895.09	101.21																	895.09	100.30
	E-5	235.96	26.68																	235.96	26.44
	E-6	58.77	6.65																	58.77	6.59
	E-7	295.26	33.39																	295.26	33.09
	Const.																				
	Total	11,180.55	1,264.20	33.22	2,214.44	31.55	485.38													11,245.32	1,260.12
S-3	Miles	2.097												.049				3.552		5.698	
	M-1	43.72	20.85											52.93	1,080.19					96.65	16.96
	M-3	458.92	218.84															74.62	21.01	533.54	93.64
	M-4	2.57	1.23											2.57	52.45					5.14	.90
	E-7	61.64	29.39																	61.64	10.82
	Const.																				
	Total	566.85	270.31											55.50	1,132.64			74.62	21.01	696.97	122.32
4	Miles	127.547		.831		18.509						13.872		3.971		.400				165.180	
	M-1	11,713.18	91.83	214.49	258.11	6,935.57	374.71					6,539.20	471.40	1,196.49	301.31	92.38	230.95			26,691.31	161.64
	M-2	3,438.99	26.96			71.25	3.85					145.43	10.48	374.91	94.42					4,030.58	24.41
	M-3	68,041.53	533.46	551.58	663.75	7,792.28	421.00					8,056.51	580.77	2,709.01	682.20	13.99	34.98			87,164.88	527.86
	M-4	1,063.38	8.34	6.87	8.27	161.49	8,72					36.69	2.64	412.55	103.89					1,680.98	10.18
	E-5	1,366.65	10.71			78.82	4.26					568.74	41.00	2,427.65	611.34					4,441.86	26.90
	E-7	6,289.32	49.31	358.44	431.34	333.60	18.02					16.62	1.20	23,690.54	5,965.88					30,688.52	185.84
	E-8	29.18	.23																	29.18	.17
	Const.																				
	Total	91,942.23	720.84	1,131.38	1,361.47	15,372.99	830.56					15,363.19	1,107.49	30,811.15	7,759.04	106.37	265.93			154,727.31	937.00
S-4	Miles	1.565																		1.565	
	M-1	159.54	101.94																	159.54	101.94
	M-3	765.15	488.91																	765.15	488.91
	M-4	13.99	8.94																	13.99	8.94
	E-5	70.18	44.84																	70.18	44.84
	Const.																				
	Total	1,008.86	644.63																	1,008.86	644.63
S-4B	Miles																	16.109		16.109	
	M-3																	113.19	7.03	113.19	7.03
	M-4																	14.08	.87	14.08	.87
	E-7																	108.04	6.71	108.04	6.71
	Const.																				
	Total																	235.31	14.61	235.31	14.61
5	Miles	3.470				.975														4.445	
	M-1	305.34	87.99			865.18	887.36													1,170.52	263.33
	M-2	183.58	52.90																	183.58	41.30
	M-3	2,526.17	728.00			104.93	107.62													2,631.10	591.92
	M-4	60.99	17.58																	60.99	14.72
	E-5	457.86	131.96																	457.86	103.01
	E-7	6,741.46	1,942.78			50.28	51.57													6,791.74	1,527.95
	Const.																				
	Total	10,275.40	2,961.21			1,020.39	1,046.55													11,295.79	2,541.23
6	Miles	61.590		5.355		5.911		.507								.114				73.477	
	M-1	6,073.21	98.61	2,516.13	469.87	2,146.80	363.19	10.62	20.95							123.54	1,083.68			10,870.30	147.94
	M-2	9,862.83	160.14																	9,862.83	134.23
	M-3	35,106.28	570.00	4,843.77	904.53	1,540.14	260.55	165.43	326.29											41,655.60	566.92
	M-4	4,547.65	73.84	5.52	1.03	125.18	21.18	1.81	3.57											4,680.16	63.70
	E-5	25,390.83	412.25			99.58	16.85													25,490.41	346.92
	E-7	3,086.92	50.12	102.56	19.15															3,189.48	43.41
	E-8	4.07	.06																	4.07	.05
	Const.																				
	Total	84,071.77	1,365.02	7,467.98	1,394.58	3,811.70	661.77	177.86	350.81							123.54	1,083.68			95,752.85	1,303.17

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding, paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
S-6	Miles	1.396		.867																2.263	
	M-1	$ 103.30	$ 74.00	$ 15.59	$ 17.98	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 118.89	$ 52.54
	M-3	84.19	60.31																	84.19	37.20
	M-4	9.50	6.81																	9.50	4.20
	E-7	8.43	6.03																	8.43	3.72
	Const.																				
	Total	205.42	147.15	15.59	17.98															221.01	97.66
6A	Miles	1.333																		1.333	
	M-1	110.94	83.23																	110.94	83.23
	M-3	695.94	522.08																	695.94	522.08
	M-4	96.93	72.72																	96.93	72.72
	Const.																				
	Total	903.81	678.03																	903.81	678.03
7	Miles	1.223				3.897		.190												5.310	
	M-1	195.45	159.81			759.68	194.94	46.33	243.84											1,001.46	188.60
	M-3	377.84	308.95			720.73	184.94	17.63	92.79											1,116.20	210.21
	M-4	128.05	104.70																	128.05	24.11
	E-5					20.35	5.22													20.35	3.83
	E-7					281.03	72.12	.06	.32											281.09	52.94
	Const.																				
	Total	701.34	573.46			1,781.79	457.22	64.02	336.95											2,547.15	479.69
8	Miles	23.830												.124						23.954	
	M-1	614.83	25.80											37.90	305.65					652.73	27.25
	M-2	1,048.85	44.01																	1,048.85	43.79
	M-3	11,403.42	478.53											20.20	162.90					11,423.62	476.90
	M-4	819.19	34.38																	819.19	34.20
	E-7	669.36	28.09																	669.36	27.94
	Const.																				
	Total	14,555.65	610.81											58.10	468.55					14,613.75	610.08
10	Miles	19.189		3.797				1.201						.043						24.230	
	M-1	1,124.74	58.61	376.18	99.07			1,046.40	871.27					15.39	357.91					2,562.71	105.77
	M-2	1,725.82	89.94																	1,725.82	71.23
	M-3	13,411.21	698.91	1,015.93	267.56			1,468.76	1,222.95											15,895.90	656.04
	M-4	708.12	36.90	41.82	11.01			41.46	34.52											791.40	32.66
	E-5	3,476.15	181.15	51.02	13.44			324.61	270.28											3,851.78	158.97
	E-7	1,528.73	79.67	121.86	32.09			5.88	4.90											1,656.47	68.36
	Const.																				
	Total	21,974.77	1,145.18	1,606.81	423.17			2,887.11	2,403.92					15.39	357.91					26,484.08	1,093.03
12	Miles	9.530												1.250						10.780	
	M-1	787.95	82.68											3,395.08	2,716.06					4,183.03	388.04
	M-2																				
	M-3	4,076.25	427.73											755.62	604.50					4,831.87	448.23
	M-4																				
	E-5																				
	E-7	797.87	83.72																	797.87	74.01
	Const.																				
	Total	5,662.07	594.13											4,150.70	3,320.56					9,812.77	910.28
13E	Miles	.029										.107								.136	
	M-1	54.07	1,864.48									148.48	1,387.66							202.55	1,489.34
	M-3											60.82	568.41							60.82	447.21
	M-4											87.10	814.02							87.10	640.44
	E-7											47.97	448.32							47.97	352.72
	Const.																				
	Total	54.07	1,864.48									344.37	3,218.41							398.44	2,929.71
17	Miles	25.925												.276						26.201	
	M-1	2,576.05	99.37											27.37	99.17					2,603.42	99.36
	M-2	10,798.22	416.52																	10,798.22	412.13
	M-3	10,741.32	414.32																	10,741.32	409.96
	M-4	1,786.68	68.92																	1,786.68	68.19
	E-5	703.52	27.14																	703.52	26.85
	E-7	2,450.57	94.53																	2,450.57	93.53
	Const.																				
	Total	29,056.36	1,120.80											27.37	99.17					29,083.73	1,110.02
18	Miles											4.274								4.274	
	M-3											169.79	39.73							169.79	39.73
	E-5											11.51	2.69							11.51	2.69
	Const.																				
	Total											181.30	42.42							181.30	42.42
21	Miles	1.980		.200		3.173								.087						5.440	
	M-1	764.38	386.05			421.00	132.68							211.95	2,436.21					1,397.33	256.86
	M-3	2,078.44	1,049.72			1,081.50	340.85													3,159.94	580.87
	M-4	245.06	123.77																	245.06	45.05
	E-5	53.37	26.95																	53.37	9.81
	Const.																				
	Total	3,141.25	1,586.49			1,502.50	473.53							211.95	2,436.21					4,855.70	892.59
22	Miles	.147																		.147	
	M-1	8.19	55.71																	8.19	55.71
	M-3	131.86	897.01																	131.86	897.01
	Const.																				
	Total	140.05	952.72																	140.05	952.72

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

Schedule #10C

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
23	Miles	39.275				.040				8.765				.149						48.229	
	M-1	$2,606.01	$ 66.35	$	$	$ 17.24	$ 431.00	$	$	$12,172.33	$1,388.74	$	$	$ 122.86	$ 824.56	$	$	$	$	$ 14,918.44	$ 309.33
	M-2	159.87	4.08																	159.87	3.31
	M-3	20,046.13	510.40							3,749.93	427.83									23,796.06	493.40
	M-4	1,537.58	39.15			2.57	64.25			379.06	43.25			7.32	49.13					1,926.53	39.95
	E-5	710.14	18.08																	710.14	14.72
	E-7	3,916.69	99.72							980.21	111.83									4,896.90	101.53
	Const.																				
	Total	28,976.42	737.78			19.81	495.25			17,281.53	1,971.65			130.18	873.69					46,407.94	962.24
24	Miles	24.730		2.299		4.865		0.231												32.125	
	M-1	3,778.63	152.80	786.76	342.22	171.10	35.17	37.84	163.81											4,774.33	148.62
	M-2	89.62	3.62	65.18	28.35	2,441.33	501.82													2,596.13	80.81
	M-3	10,504.38	424.76	1,082.12	470.69	1,244.26	255.76	93.45	404.54											12,924.21	402.31
	M-4	536.66	21.70																	536.66	16.71
	E-5	9,158.26	370.33																	9,158.26	285.08
	E-7	1,550.63	62.70	95.48	41.53	46.82	9.62													1,692.93	52.70
	Const.																				
	Total	25,618.18	1,035.91	2,029.54	882.79	3,903.51	802.37	131.29	568.35											31,682.52	986.23
S-24	Miles	10.465		0.149		0.401														11.015	
	M-1	1,129.70	107.95			20.09	50.10													1,149.79	104.38
	M-2	257.25	24.58																	257.25	23.35
	M-3	5,213.40	498.17	17.32	116.24	254.09	633.64													5,484.81	497.94
	M-4	329.71	31.51																	329.71	29.93
	E-7	405.89	38.79																	405.89	36.85
	E-8	1,006.84	96.21																	1,006.84	91.41
	Const.																				
	Total	8,342.79	797.21	17.32	116.24	274.18	683.74													8,634.29	783.86
25	Miles	87.705		12.305		8.394		4.973						0.255				2.012		115.644	
	M-1	20,539.56	234.19	9,960.63	809.48	11,638.47	1,386.52	6,120.74	1,230.79					1,670.76	6,552.00					49,930.16	431.76
	M-2	1,922.13	21.91			3.83	.46													1,925.96	16.65
	M-3	71,752.38	818.11	5,224.38	424.57	8,621.50	1,027.11	11,599.69	2,332.53					6.90	27.06					97,204.85	840.55
	M-4	2,935.34	33.47	125.46	10.20	82.47	9.82	257.91	51.86					15.81	62.00					3,416.99	29.55
	E-5	7,417.79	84.58	209.38	17.02	466.00	55.52	874.96	175.95					63.37	248.51					9,031.50	78.10
	E-7	7,475.90	85.24	4,225.07	343.36	836.83	99.69							3,153.37	12,366.16					15,691.17	135.68
	Const.																				
	Total	112,043.10	1,277.50	19,744.92	1,604.63	21,649.10	2,579.12	18,853.30	3,791.13					4,910.21	19,255.73					177,200.63	1,532.29
26	Miles	25.161				0.687														25.848	
	M-1	5,422.49	215.51			106.82	155.49													5,529.31	213.92
	M-2	70.55	2.80																	70.55	2.73
	M-3	20,316.70	807.47			278.21	404.96													20,594.91	796.77
	M-4	374.10	14.87																	374.10	14.47
	E-5	22.73	.90																	22.73	.88
	E-7	432.73	17.20																	432.73	16.74
	Const.																				
	Total	26,639.30	1,058.75			385.03	560.45													27,024.33	1,045.51
27	Miles	18.205		0.821		23.916		1.140												44.082	
	M-1	5,897.31	323.94	90.91	110.73	16,234.90	678.82	206.06	180.75											22,429.18	508.81
	M-2	50.16	2.76			61.85	2.59													112.01	2.54
	M-3	10,120.47	555.92	762.94	929.29	10,716.71	448.10	189.96	166.63											21,790.08	494.31
	M-4	168.97	9.28	34.17	41.62	96.59	4.04													299.73	6.80
	E-5	53,006.06	2,911.62																	53,006.06	1,202.44
	E-7	94.55	5.19	61.89	75.38	389.82	16.30	6.51	5.71											552.77	12.54
	Const.																				
	Total	69,337.52	3,808.71	949.91	1,157.02	27,499.87	1,149.85	402.53	353.09											98,189.83	2,227.44
28	Miles	50.645		.208		6.012										.166		6.852		63.883	
	M-1	9,353.27	148.68	149.33	717.93	904.35	150.42									4.33	26.08	59.45	8.68	10,470.73	163.90
	M-2	551.35	10.89			226.85	37.73													778.20	12.18
	M-3	31,339.91	618.82	132.03	634.76	2,321.17	386.09									22.42	135.06	697.21	101.75	34,512.74	540.25
	M-4	535.46	10.57																	535.46	8.38
	E-5	11,151.15	220.18			337.49	56.14													11,488.64	179.84
	E-7	4,609.80	91.02			359.12	59.73											187.30	27.34	5,156.22	80.71
	E-8	233.74	4.62																	233.74	3.66
	Const.																	111.76		111.76	
	Total	57,774.68	1,140.78	281.36	1,352.69	4,148.98	690.11									26.75	161.14	1,055.72	136.77	63,287.49	988.92
S-28	Miles	7.615												.315						7.930	
	M-1	1,427.95	187.52											509.81	1,618.44					1,937.76	244.36
	M-2	2,324.59	305.26																	2,324.59	293.14
	M-3	4,845.80	636.35																	4,845.80	611.07
	M-4	50.72	6.66																	50.72	6.40
	E-7	166.61	21.88																	166.61	21.00
	Const.																				
	Total	8,815.67	1,157.67											509.81	1,618.44					9,325.48	1,175.97
29	Miles	51.337				.668														52.005	
	M-1	14,340.78	279.35			149.11	223.22													14,489.89	278.63
	M-2	3,290.38	64.09																	3,290.38	63.27
	M-3	29,828.42	581.03			668.42	1,000.63													30,496.84	586.42
	M-4	1,014.66	19.76																	1,014.66	19.51
	E-5	12,988.64	253.02																	12,988.64	249.76
	E-7	7,022.43	136.79																	7,022.43	135.03
	E-8	489.49	9.53																	489.49	9.41
	Const.																				
	Total	68,974.80	1,343.57			817.53	1,223.85													69,792.33	1,342.03

Schedule #10D

ANALYSIS OF 1944 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
Rt.		TOTAL COST	COST PE MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
29-A	Miles	2.997										.852								3.849	
	M-1	$ 165.64	$ 55.27	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 165.64	$ 43.03
	M-3	154.26	51.47																	154.26	40.08
	Const.																				
	Total	319.90	106.74																	319.90	83.11
30	Miles	47.160		.152		.020				.131				.500						47.963	
	M-1	7,132.86	151.25	365.26	2,403.03									1,362.44	2,724.88					8,860.56	184.74
	M-2	1,390.67	29.49																	1,390.67	28.99
	M-3	26,701.74	566.19	192.20	1,264.47					31.24	238.47			357.92	715.84					27,283.10	568.84
	M-4	549.08	11.64																	549.08	11.45
	E-5	10,762.90	228.22																	10,762.90	224.40
	E-7	2,408.44	51.07											54.15	108.30					2,462.59	51.34
	E-8	132.80	2.82																	132.80	2.77
	Const.																				
	Total	49,078.49	1,040.68	557.46	3,667.50					31.24	238.47			1,774.51	3,509.02					51,441.70	1,072.53
31	Miles	50.615		0.787						3.458				1.200						56.060	
	M-1	6,268.37	123.83	2,369.42	3,010.70					6,862.04	1,984.39			432.99	360.82					15,932.82	284.21
	M-2	157.20	3.11																	157.20	2.80
	M-3	15,120.72	298.74	205.81	261.51					1,975.74	571.35			262.77	218.98					17,565.04	313.33
	M-4	452.86	8.95							42.00	12.15									494.86	8.83
	E-5	6,809.06	134.53																	6,809.06	121.46
	E-7	5,090.29	100.57	24.34	30.93															5,114.63	91.23
	Const.																				
	Total	33,898.50	669.73	2,599.57	3,303.14					8,879.78	2,567.89			695.76	579.80					46,073.61	821.86
S-31	Miles	13.678		.048						2,300		2.600		.201						18.827	
	M-1	368.73	26.96	149.24	3,109.17					3,228.14	1,403.55	4,198.50	1,614.80	568.17	2,826.71					8,512.78	452.16
	M-2	4,718.10	344.94																	4,718.10	250.60
	M-3	11,504.91	841.13							1,099.59	478.08	779.93	299.97	27.49	136.77					13,411.92	712.38
	M-4	200.86	14.68	2.57	53.54					25.38	11.03	7.32	2.82	7.32	36.42					243.45	12.93
	E-7	1,996.71	145.98									44.11	16.97							2,040.82	108.40
	Const.																				
	Total	18,789.31	1,373.69	151.81	3,162.71					4,353.11	1,892.66	5,029.86	1,934.56	602.98	2,999.90					28,927.07	1,536.47
32	Miles	9.838		2.588		8.324														20.750	
	M-1	886.25	90.08	1,916.22	740.43	2,219.53	266.60													5,022.00	242.02
	M-2					260.47	31.80													260.47	12.55
	M-3	2,920.50	296.87	861.41	332.85	4,659.91	559.35													8,441.82	406.83
	M-4	203.87	20.72	2.57	.99	110.11	13.23													316.55	15.26
	E-5	2,526.44	256.80																	2,526.44	121.76
	E-7	388.67	39.51			455.42	54.71													844.09	40.68
	Const.																				
	Total	6,925.73	703.98	2,780.20	1,074.27	7,705.44	825.69													17,411.37	839.10
33	Miles	37.298		1.200		3.670														42.168	
	M-1	2,039.65	54.67	323.23	269.36	593.67	161.77													2,956.55	70.11
	M-2	280.01	7.51			294.97	80.37													574.98	13.64
	M-3	24,148.46	647.45	553.49	461.24	1,026.23	279.63													25,728.18	610.13
	M-4	672.72	18.04	48.36	40.30															721.08	17.10
	E-5	868.93	23.30																	868.93	20.61
	E-7	5,360.11	143.71	3.07	2.56	114.52	31.20													5,477.70	129.90
	Const.																				
	Total	33,369.88	894.68	928.15	773.46	2,029.39	552.97													36,327.42	861.49
34	Miles	25.883				.097														25.980	
	M-1	2,160.51	83.47																	2,160.51	83.16
	M-3	22,170.33	856.56																	22,170.33	853.36
	M-4	80.75	3.13																	80.75	3.11
	E-5	9,773.07	377.58																	9,773.07	376.18
	E-7	2,271.52	87.76																	2,271.52	87.43
	Const.																				
	Total	36,456.18	1,408.50																	36,456.18	1,403.24
35	Miles	51.775		2.210		14.418								.437				.133		68.973	
	M-1	10,871.37	209.97	803.15	363.42	3,254.91	225.75							1,897.04	4,341.05			50.77	381.73	16,877.24	244.69
	M-2	115.97	2.24																	115.97	1.68
	M-3	21,482.47	414.92	381.73	172.73	4,406.13	305.60							73.40	167.96					26,343.73	381.94
	M-4	1,469.39	28.38			48.01	3.33							397.46	909.52					1,914.86	27.76
	E-5	1,336.66	25.82											619.27	1,417.09					1,955.93	28.36
	E-7	7,061.86	136.40	82.80	37.46	2,721.84	188.78							54.52	124.76					9,921.02	143.84
	E-8	68.90	1.33											286.90	656.53					355.80	5.16
	Const.																				
	Total	42,406.62	819.06	1,267.68	573.61	10,430.89	723.46							3,328.59	7,616.91			50.77	381.73	57,484.55	833.43
36	Miles	16.118		.240																16.358	
	M-1	1,542.84	95.72																	1,542.84	94.31
	M-3	3,914.00	242.83	30.67	127.79															3,944.67	241.14
	M-4	139.36	8.65	-																139.36	8.52
	E-5	2,953.69	183.25																	2,953.69	180.57
	E-7	2,301.10	143.77	6.13	25.54															2,307.23	141.05
	Const.																				
	Total	10,850.99	673.22	36.80	153.33															10,887.79	665.59

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

Schedule #10E

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
37	Miles	23.582				.719						2.801		1.038						28.140	
	M-1	$ 1,343.54	$ 56.97	$	$	$ 375.93	$ 522.85	$	$	$	$	$2,715.53	$ 96.95	$ 309.75	$ 298.41	$	$	$	$	$ 4,744.75	$ 168.61
	M-2	390.15	16.54																	390.15	13.86
	M-3	13,585.07	576.09			623.76	867.54					1,841.71	65.75	341.88	329.36					16,392.42	582.53
	M-4	509.12	21.59																	509.12	18.09
	E-5	969.52	41.11																	969.52	34.46
	E-7	7,724.80	327.57																	7,724.80	274.51
	Const.																				
	Total	24,522.20	1,039.87			999.69	1,390.39					4,557.24	162.70	651.63	627.77					30,730.76	1,092.06
38	Miles	16.801										3.364								20.165	
	M-1	1,769.50	105.32									1,125.14	33.45							2,894.64	143.55
	M-2	126.21	7.51																	126.21	6.26
	M-3	13,824.52	822.84									1,018.40	30.27							14,842.92	736.07
	M-4	394.12	23.46																	394.12	19.54
	E-5	1,147.27	68.29																	1,147.27	56.89
	E-7	2,051.95	122.13									902.83	26.84							2,954.78	146.54
	E-8	3,915.05	233.02																	3,915.05	194.15
	Const.																				
	Total	23,228.62	1,382.57									3,046.37	90.56							26,274.99	1,303.00
39	Miles	33.855		6.585		.249								.521						41.210	
	M-1	2,924.10	86.37	1,150.75	174.75	100.69	404.38							232.62	446.49					4,408.16	106.97
	M-2	1,311.18	38.73																	1,311.18	31.82
	M-3	17,593.24	519.67	4,527.24	687.51															22,120.48	536.77
	M-4	485.84	14.35	45.87	6.97	52.42	210.52							8.74	16.77					592.87	14.39
	E-5	4,131.65	122.04																	4,131.65	100.26
	E-7	1,877.41	55.45																	1,877.41	45.55
	Const.																				
	Total	28,323.42	836.61	5,723.86	869.23	153.11	614.90							241.36	463.26					34,441.75	835.76
S-39	Miles	8.132																		8.132	
	M-1	144.57	17.78																	144.57	17.78
	M-3	4,091.84	503.18																	4,091.84	503.18
	M-4																				
	E-7	380.09	46.74																	380.09	46.74
	Const.																				
	Total	4,616.50	567.70																	4,616.50	567.70
40	Miles	55.041		3.052																58.093	
	M-1	3,429.17	62.30	550.83	180.48															3,980.00	68.51
	M-2	228.10	4.14																	228.10	3.93
	M-3	56,930.36	1,034.33	64.83	21.24															56,995.19	981.10
	M-4	470.33	8.55																	470.33	8.10
	E-5	3,990.11	72.49																	3,990.11	68.68
	E-7	3,901.85	70.89																	3,901.85	67.17
	Const.																				
	Total	68,949.92	1,252.70	615.66	201.72															69,565.58	1,197.49
S-40	Miles	23.190																		23.190	
	M-1	1,199.67	51.73																	1,199.67	51.73
	M-3	16,461.91	709.87																	16,461.91	709.87
	M-4	387.76	16.72																	387.76	16.72
	E-7	2,969.85	128.07																	2,969.85	128.07
	E-8	224.51	9.68																	224.51	9.68
	Const.																				
	Total	21,243.70	916.07																	21,243.70	916.07
41	Miles	9.001												.389						9.390	
	M-1	615.00	68.33											432.73	1,112.43					1,047.73	111.57
	M-2	30.98	3.44																	30.98	3.30
	M-3	5,380.37	597.75											63.98	164.47					5,444.35	579.80
	M-4	41.00	4.56											101.51	260.94					142.51	15.18
	E-5	315.98	35.10																	315.98	33.65
	E-7	501.79	55.75																	501.79	53.44
	E-8	31.42	3.49																	31.42	3.35
	Const.																				
	Total	6,916.54	768.42											598.22	1,537.84					7,514.76	800.29
S-41	Miles	18.768		.520						1.340										20.628	
	M-1	2,873.97	153.13	108.44	208.54					233.19	174.03									3,215.60	155.88
	M-3	21,378.61	1,139.10	414.50	797.12					458.19	341.93									22,251.30	1,078.69
	M-4	187.27	9.98																	187.27	9.08
	E-5	366.84	19.55																	366.84	17.78
	E-7	3,311.33	176.43																	3,311.33	160.53
	E-8	1,748.98	93.19																	1,748.98	84.79
	Const.																				
	Total	29,867.00	1,591.38	522.94	1,005.66					691.38	415.96									31,081.32	1,506.75
42	Miles	42.921				3.435														46.356	
	M-1	3,745.97	87.28			381.53	111.07													4,127.50	89.04
	M-2	5,040.20	117.43			15.18	4.42													5,055.38	109.06
	M-3	23,043.52	536.88			918.59	267.42													23,962.11	516.91
	M-4	493.44	11.50																	493.44	10.64
	E-5	3,282.33	76.47																	3,282.33	70.81
	E-7	3,962.60	92.32																	3,962.60	85.48
	Const.																				
	Total	39,568.06	921.88			1,315.30	382.91													40,883.36	881.94

Schedule #10F

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
Rt.		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
	Miles	47.869										15.800*								47.869	
43	M-1	$44,584.19	$ 931.39	$	$	$	$	$	$	$	$	$ 72.57	$ 4.59	$	$	$	$	$	$	$ 44,656.76	$ 932.89
	M-2											909.09	57.54							909.09	18.99
	M-3	26,696.67	557.70									82.62	5.23							26,779.29	559.43
	M-4	677.16	14.15																	677.16	14.15
	E-5	6.77	.14																	6.77	.14
	E-6	65.17	1.36																	65.17	1.36
	E-7	4,021.06	84.00																	4,021.06	84.00
	E-8	141.05	2.94																	141.05	2.95
	Const.																				
	Total	76,192.07	1,591.68									1,064.28	67.36							77,256.35	1,613.91
44	Miles	24.497		8.600						2.435				3.191				3.203		41.926	
	M-1	5,200.59	212.30	8,451.10	982.69					1,120.17	460.03			2,911.52	912.42					17,683.38	421.79
	M-2	393.19	16.05	41.79	4.86															434.98	10.37
	M-3	9,326.24	380.71	3,789.20	440.61					309.87	127.26			1,439.04	450.97					14,864.35	354.54
	M-4	344.53	14.06	113.64	13.21									239.26	74.98					697.43	16.63
	E-5																				
	E-7	12,515.50	510.90	21.62	2.51									1,048.54	328.59					13,585.66	324.04
	E-8	24.47	1.00																	24.47	.58
	Const.																				
	Total	27,804.52	1,135.02	12,417.35	1,443.88					1,430.04	587.29			5,638.36	1,766.96					47,290.27	1,127.95
45	Miles	29.592		4.130										.930						34.652	
	M-1	8,023.73	271.16	1,972.46	477.59									305.62	328.62					10,301.81	297.29
	M-2	232.41	7.85	27.00	6.54															259.41	7.49
	M-3	14,524.47	490.82	899.09	217.70															15,423.56	445.10
	M-4	341.91	11.55																	341.91	9.87
	E-5	7,040.73	237.93																	7,040.73	203.18
	E-7	870.92	29.43	273.22	66.15															1,144.14	33.02
	Const.																				
	Total	31,034.17	1,048.74	3,171.77	767.98									305.62	328.62					34,511.56	995.95
46	Miles	20.667																		20.667	
	M-1	3,781.22	182.96																	3,781.22	182.96
	M-3	11,383.69	550.81																	11,383.69	550.81
	M-4	286.99	13.89																	286.99	13.89
	E-5																				
	E-7	10.30	.50																	10.30	.50
	Const.																				
	Total	15,462.20	748.16																	15,462.20	748.16
47	Miles	42.784		11.058												.500				54.342	
	M-1	3,429.25	80.15	2,113.36	191.12											37.48	74.96			5,580.09	102.68
	M-2	20.73	.48																	20.73	.38
	M-3	25,126.77	587.29	3,399.23	307.40											73.28	146.56			28,599.28	526.29
	M-4	157.13	3.67																	157.13	2.89
	E-5	236.28	5.52																	236.28	4.35
	E-7	884.39	20.68																	884.39	16.27
	E-8	81.96	1.92																	81.96	1.51
	Const.																				
	Total	29,936.51	699.71	5,512.59	498.52											110.76	221.52			35,559.86	654.37
48	Miles	34.315		8.503		22.596														65.414	
	M-1	3,328.10	96.99	2,023.25	237.95	5,452.21	241.29													10,803.56	165.16
	M-2	57.90	1.69	94.96	11.17	87.54	3.87													240.40	3.68
	M-3	13,288.45	387.25	3,228.16	379.64	10,425.94	461.41													26,942.55	411.87
	M-4	92.51	2.70			50.85	2.25													143.36	2.19
	E-7	1,685.94	49.12	3,129.42	368.04															4,815.36	73.61
	Const.																				
	Total	18,452.90	537.75	8,475.79	996.80	16,016.54	708.82													42,945.23	656.51
49	Miles	43.081		.313		9.880						.896				.250				54.420	
	M-1	2,361.00	54.80	63.66	203.39	690.58	69.90					287.51	320.88			35.55	142.20			3,438.30	63.18
	M-3	22,347.01	518.72			4,644.88	470.13					292.09	325.99							27,283.98	501.36
	M-4	276.46	6.42																	276.46	5.08
	E-5																				
	E-7					415.66	42.07													415.66	7.64
	Const.																				
	Total	24,984.47	579.94	63.66	203.39	5,751.12	582.10					579.60	646.87			35.55	142.20			31,414.40	577.26
S-49	Miles	14.104																		14.104	
	M-1	516.20	36.60																	516.20	36.60
	M-3	9,883.36	700.75																	9,883.36	700.75
	M-4																				
	E-8	382.52	27.12																	382.52	27.12
	Const.																				
	Total	10,782.08	764.47																	10,782.08	764.47
50	Miles	25.141				.200														25.341	
	M-1	1,976.65	78.62			41.72	208.60													2,018.37	79.65
	M-3	11,310.55	449.88			153.41	767.05													11,463.96	452.39
	M-4																				
	E-7	102.02	4.06																	102.02	4.03
	E-8	1,878.87	74.73																	1,878.87	74.14
	Const.																				
	Total	15,268.09	607.29			195.13	975.65													15,463.22	610.21

* Route #43 - Narrow gravel pavement 10' to 11' wide - parallel to concrete, not included in the total of mileage.

Schedule #10G

ANALYSIS OF 1944 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
51	Miles	.342																		.342	
	M-1	$ 85.52	$ 250.06	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 85.52	$ 250.06
	M-2	44.72	130.76																	44.72	130.76
	M-3	40.77	119.21																	40.77	119.21
	M-4																				
	Const.																	6,691.19		6,691.19	
	Total	171.01	500.03															6,691.19		6,862.20	500.03
54	Miles											7.163								7.163	
	M-2											11.50	1.60							11.50	1.60
	M-3											20.84	2.91							20.84	2.91
	Const.																				
	Total											32.34	4.51							32.34	4.51
84	Miles	7.030																		7.030	
	M-1	461.22	65.61																	461.22	65.61
	M-3	2,721.75	387.16																	2,721.75	387.16
	M-4	103.56	14.73																	103.56	14.73
	E-7																				
	Const.																				
	Total	3,286.53	467.50																	3,286.53	467.50

ANALYSIS OF 1944 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Miles	1406.186		79.822		142.538		8.664		18.429		35.929		15.975		1.430		32.337		1741.310	
M-1	$ 219,139.51	$ 155.84	$ 40,456.69	$ 506.84	$ 56,064.82	$ 393.33	$ 7,757.52	$ 895.37	$23,615.87	$1,281.45	$15,086.93	$ 419.91	$15,781.29	$ 987.87	$ 293.28	$ 205.09	$ 110.22	$ 3.41	$ 378,306.13	$ 217.25
M-2	54,058.30	38.44	228.93	2.87	3,463.27	24.30					1,066.02	29.67	374.91	23.47					59,191.43	33.99
M-3	830,392.36	590.53	34,943.76	437.77	62,812.68	440.67	15,615.14	1,802.30	7,624.56	413.73	12,322.71	342.97	6,812.64	426.46	109.69	76.71	885.02	27.37	971,518.56	557.92
M-4	27,218.53	19.36	446.20	5.59	732.26	5.14	301.18	34.77	446.44	24.23	131.11	3.65	1,406.60	88.05			14.08	.44	30,696.40	17.63
E-5	185,277.81	131.76	1,193.73	14.95	1,016.41	7.13	1,377.35	158.97			580.25	16.15	3,110.29	194.70					192,555.84	110.58
E-6	123.94	.08																	123.94	.07
E-7	121,687.26	86.54	8,505.90	106.56	6,004.94	42.13	50.18	5.79	980.21	53.19	1,011.53	28.16	28,008.21	1,753.25			295.34	9.13	166,543.57	95.64
E-8	10,393.85	7.39											286.90	17.96					10,680.75	6.14
Total	1,448,291.56		85,775.21		130,094.38		25,101.37		32,667.08		30,198.55		55,780.84		402.97		1,304.66		1,809,616.62	
Const.																	6,802.95		6,802.95	
GRAND TOTAL	$1,448,291.56	$ 1,029.94	$ 85,775.21	$1,074.58	$130,094.38	$ 912.70	$25,101.37	$2,897.20	$32,667.08	$1,772.60	$30,198.55	$ 840.51	$55,780.84	$3,491.76	$ 402.97	$ 281.80	$8,107.61	$ 40.35	$1,816,419.57	$1,039.22

Schedule #10H

----- ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTE AND TYPE OF PAVEMENT -----

ROUTE NO.	TOTAL		CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.	
	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILES	TOTAL COST	COST PER MILES
1	$ 40,261.80	$1,525.36	$ 25,771.40	$1,280.31	$ 7,671.89	$ 2,566.71	$ 3,169.80	$2,383.31	$ 2,585.26	$6,126.21	$	$	$	$	$ 1,063.45	$1,013.78	$	$	$	$
S-1	6,471.55	2,057.73	6,462.51	2,113.31			9.04	103.91												
S-1-A	1,388.63	664.10	1,388.63	664.10																
3	11,245.32	1,260.12	11,180.55	1,264.20	33.22	2,214.44	31.55	485.38												
S-3	696.97	122.32	566.85	270.31											55.50	1,132.64			74.62	21.01
4	154,727.31	937.00	91,942.23	720.84	1,131.38	1,361.47	15,372.99	830.56					15,363.19	1,107.49	30,811.15	7,759.04	106.37	265.93		
S-4	1,008.86	644.63	1,008.86	644.63																
S-4-B	235.31	14.61																	235.31	14.61
5	11,295.79	2,541.23	10,275.40	2,961.21			1,020.39	1,046.55												
6	95,752.85	1,303.17	84,071.77	1,365.02	7,467.98	1,394.58	3,911.70	661.77	117.86	350.81							123.54	1,083.68		
S-6	221.01	97.66	205.42	147.15	15.59	17.98														
6-A	903.81	678.03	903.81	678.03																
7	2,547.15	479.69	701.34	573.46			1,781.79	457.22	64.02	336.95										
8	14,613.75	610.08	14,555.65	610.81											58.10	468.55				
10	26,484.08	1,093.03	21,974.77	1,145.18	1,606.81	423.17			2,887.11	2,403.92					15.39	357.91				
12	9,812.77	910.28	5,662.07	594.13											4,150.70	3,320.56				
13-E	398.44	2,929.71	54.07	1,864.48									344.37	3,218.41						
17	29,083.73	1,110.02	29,056.36	1,120.80											27.37	99.17				
18	181.30	42.42											181.30	42.42						
21	4,855.70	892.59	3,141.25	1,586.49			1,502.50	473.53							211.95	2,436.21				
22	140.05	952.72	140.05	952.72																
23	46,407.94	962.24	28,976.42	737.78			19.81	495.25			17,281.53	1,971.65			130.18	873.69				
24	31,682.52	986.23	25,618.18	1,035.91	2,029.54	882.79	3,903.51	802.37	131.29	568.35										
S-24	8,634.29	783.86	8,342.79	797.21	17.32	116.24	274.18	683.74												
25	177,200.63	1,532.29	112,043.10	1,277.50	19,744.92	1,604.63	21,649.10	2,579.12	18,853.30	3,791.13					4,910.21	19,255.73				
26	27,024.33	1,045.51	26,639.30	1,058.75			385.03	560.45												
27	98,189.85	2,227.44	69,337.52	3,808.71	949.91	1,157.02	27,499.87	1,149.85	402.53	353.09										
28	63,287.49	988.92	57,774.68	1,140.78	281.36	1,352.69	4,148.98	690.11									26.75	161.14	1,055.72	136.77
S-28	9,325.48	1,175.97	8,815.67	1,157.67											509.81	1,618.44				
29	69,792.33	1,342.03	68,974.80	1,343.57			817.53	1,223.85												
29-A	319.90	83.11	319.90	106.74																
30	51,441.70	1,072.53	49,078.49	1,040.68	557.46	3,667.50					31.24	238.47			1,774.51	3,509.02				
31	46,073.61	821.86	33,898.50	669.73	2,599.57	3,303.14					8,879.78	2,567.89			695.76	579.80				
S-31	28,927.07	1,536.47	18,789.31	1,373.69	151.81	3,162.71					4,353.11	1,892.66	5,029.86	1,934.56	602.98	2,999.90				
32	17,411.37	839.10	6,925.73	703.98	2,780.20	1,074.27	7,705.44	925.69												
33	36,327.42	861.49	33,369.88	894.68	928.15	773.46	2,029.39	552.97												
34	36,456.18	1,403.24	36,456.18	1,408.50																
35	57,484.55	833.43	42,406.62	819.06	1,267.68	573.61	10,430.89	723.46							3,328.59	7,616.91			50.77	381.73
36	10,887.79	665.59	10,850.99	673.22	36.80	153.33														
37	30,730.76	1,092.06	24,522.20	1,039.87			999.69	1,390.39					4,557.24	162.70	651.63	627.77				
38	26,274.99	1,303.00	23,228.62	1,382.57									3,046.37	90.56						
39	34,441.75	835.76	28,323.42	836.61	5,723.86	869.23	153.11	614.90							241.36	463.26				
S-39	4,616.50	567.70	4,616.50	567.70																
40	69,565.58	1,197.49	68,949.92	1,252.70	615.66	201.72														
S-40	21,243.70	916.07	21,243.70	916.07																
41	7,514.76	800.29	6,916.54	768.42											598.22	1,537.84				
S-41	31,081.32	1,506.75	29,867.00	1,591.38	522.94	1,005.66					691.38	415.96								
42	40,883.36	881.94	39,568.06	921.88			1,315.30	382.91												
43	77,256.35	1,613.91	76,192.07	1,591.68									1,064.28	67.36						
44	47,290.27	1,127.95	27,804.52	1,135.02	12,417.35	1,443.88					1,430.04	587.29			5,638.36	1,766.96				
45	34,511.56	995.95	31,034.17	1,048.74	3,171.77	767.98									305.62	328.62				
46	15,462.20	748.16	15,462.20	748.16																
47	35,559.86	654.37	29,936.51	699.71	5,512.59	498.52											110.76	221.52		
48	42,945.23	656.51	18,452.90	537.75	8,475.79	996.80	16,016.54	708.82												
49	31,414.40	577.26	24,984.47	579.94	63.66	203.39	5,751.12	582.10					579.60	646.87			35.55	142.20		
S-49	10,782.08	764.47	10,782.08	764.47																
50	15,463.22	610.21	15,268.09	607.29			195.13	975.65												
51	6,862.20	500.03	171.01	500.03															6,691.19	
54	32.34	4.51											32.34	4.51						
54	3,286.53	467.50	3,286.53	467.50																
TOTAL	$ 1,816,419.57	$1,039.22	$1,448,291.56	$1,029.94	$ 85,775.21	$ 1,074.58	$ 130,094.38	$ 912.70	$ 25,101.37	$2,897.20	$32,667.08	$1,772.60	$30,198.55	$ 840.51	$55,780.84	$3,491.76	$ 402.97	$ 281.80	$8,107.61	$ 40.35

Total mileage - 1741.310

ANNUAL REPORT

OF THE

ELECTRICAL DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1944

ANNUAL REPORT

OF THE

ELECTRICAL DIVISION

NEW JERSEY STATE HIGHWAY

DEPARTMENT

* * * * * *

FOR THE YEAR

1944

ANNUAL REPORT - 1944

ELECTRICAL DIVISION

APRIL 1, 1945

Mr. C. F. Bedwell
Acting State Highway Engineer
State House Annex
Trenton 1, New Jersey

Dear Sir:

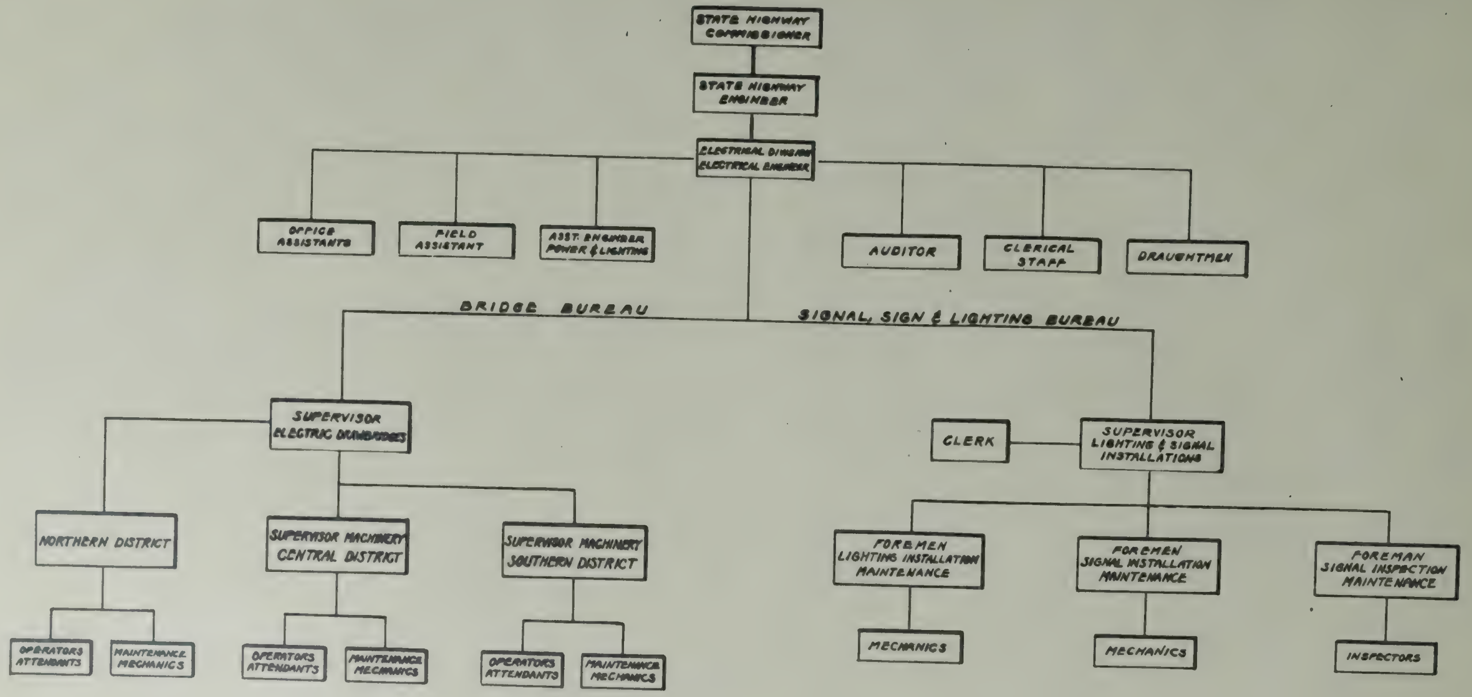
The Annual Report of the Electrical Division for the year 1944 is herewith respectfully submitted.

The principal activities of the Division throughout the year were confined to the operation and maintenance of machinery of thirty-three movable span bridges and to the maintenance of highway lighting, traffic signals and electric cautionary and directional signs.

Virtually no new construction work was undertaken.

Respectfully submitted,

James L. Hays
Electrical Engineer


STATE HIGHWAY COMMISSIONER
STATE HIGHWAY ENGINEER
ELECTRICAL DIVISION ELECTRICAL ENGINEER
OFFICE ASSISTANTS
FIELD ASSISTANT
ASST. ENGINEER POWER & LIGHTING
AUDITOR
CLERICAL STAFF
DRAUGHTMEN
BRIDGE BUREAU
SIGNAL, SIGN & LIGHTING BUREAU
SUPERVISOR ELECTRIC DRAWBRIDGES
NORTHERN DISTRICT
SUPERVISOR MACHINERY CENTRAL DISTRICT
SUPERVISOR MACHINERY SOUTHERN DISTRICT
OPERATORS ATTENDANTS
MAINTENANCE MECHANICS
OPERATORS ATTENDANTS
MAINTENANCE MECHANICS
OPERATORS ATTENDANTS
MAINTENANCE MECHANICS
CLERK
SUPERVISOR LIGHTING & SIGNAL INSTALLATIONS
FOREMEN LIGHTING INSTALLATION MAINTENANCE
FOREMEN SIGNAL INSTALLATION MAINTENANCE
FOREMAN SIGNAL INSPECTION MAINTENANCE
MECHANICS
MECHANICS
INSPECTORS

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

ORGANIZATION

1944

ANNUAL REPORT - 1944

ELECTRICAL DIVISION

INDEX

PAGE

DIVISIONAL

Annual Financial Report 2 - 3
Appropriation January 1, 1944 - June 30, 1945 12 - 13
Expenditure & Commitments 13-14-15
Expenditure & Commitments Comparison 1943-1944 16
Organization 1
Organization Chart Fly-Leaf

DRAWBRIDGES

Report of Operations 4 - 6
Expenditures, Operation 17
Expenditures, Operation Comparison 1943-1944 18
Openings and Highway Traffic Delays 25
Openings and Highway Traffic Delays - Graphs 21 - 24
Openings and Highway Traffic Delays - Monthly 26 - 33
Openings and Highway Traffic Delays - Comparison 1941-1943-1944 34 - 38

HIGHWAY LIGHTING

Report of Operations 7 - 8
Expenditure - 100% State 19
Expenditure - County-Municipal Reimbursement 20
Lighting Units In Service 1938-1944 39 - 40
100% State Program - 1942-1943-1944 41
County Program - 1942-1943-1944 42
Municipal Program - 1942-1943-1944 43,45-60

TRAFFIC SIGNALS

Report of Operations 9 - 10
Signal Installations 62 - 65
Conversion Normal-Out to Normal-Green 66
Maintenance 61

ELECTRIC SIGNS

Report of Operations 11
Sign Installations 67 - 68
Deferred Construction 69

ANNUAL REPORT - 1944

ELECTRICAL DIVISION

ORGANIZATION

The functions of the Electrical Division may be classified under the following captions:

A. ADMINISTRATION

B. ENGINEERING

C. DRAWBRIDGE OPERATION AND MACHINERY MAINTENANCE

D. HIGHWAY SAFETY LIGHTING PROGRAMS:

  (a) 100% State Lighting

  (b) County Reimbursement Lighting

  (c) Municipal Reimbursement Lighting

E. TRAFFIC SIGNAL CONSTRUCTION AND MAINTENANCE

F. ELECTRIC SIGN CONSTRUCTION AND MAINTENANCE

G. MISCELLANEOUS CONSTRUCTION AND MAINTENANCE

An organization chart of the Electrical Division is included in the preceding pages.

FINANCIAL REPORT

I. DIVISIONAL

The budget appropriation for the Electrical Division for the 18-months' period, January 1, 1944 to June 30, 1945, in the total amount of $1,424,250.00, is presented on page 12.

A schedule restating the appropriation and adding the commitments as of December 31, 1943 is given on page 13. Total funds available for the 18-months' period were $1,593,177.68. Expenditures and commitments for the year 1944 were $1,066,576.13, leaving a balance available for the six months, January 1 to June 30, 1945, of $526,601.55.

Expenditures and commitments for the year 1944 are given on page 14; followed on page 15 by a statement of the expenditures by work operation.

A comparison of expenditures and commitments for the years 1943-1944 on page 16 shows a decrease for the year 1944 of $69,770.31 in total amount expended and committed, as explained in the following paragraphs.

II. DRAWBRIDGES

Detailed expenditures for the operation of drawbridges for the year are tabulated on page 17; together with comparative statements for the years 1943 and 1944 of operational costs, page 18, and total expenditures, including operation and repairs, page 16.

Referring to page 17, it will be noted that the cost of operation for the year 1944 amounted to $24,594.94 more than for the year 1943, consisting of $10,398.40 increase in salaries and $14,196.54 increase in operating expense.

The increase in salaries is attributable primarily to the fact that the Cape May Canal and the Hudson and Manhattan Bridges, employing a total of eleven men, were in operation only for a portion of the year 1943. The increase in the number of bridge openings, amounting to 2,891, and the increased cost of supplies, is reflected in the increase in operational expense of $14,196.54.

Comparison of expenditures, 1943-1944, page 16, indicates a total increase for operation and repairs in the amount of $12,474.21. Since the increase for operation alone, page 17, amounted to $24,594.94, it follows that there was a decrease of $12,120.73 in cost of repairs.

This decrease in repair costs, which is reflected as deferred maintenance, is attributable partially to shortage of materials but more particularly to the fact that our maintenance mechanics were required to devote considerable time to the operation of bridges, as explained under "Personnel" page 6.

III. HIGHWAY LIGHTING

Referring again to the comparison of expenditures for the years 1943 and 1944, page 16, it is noted that highway lighting costs were reduced during the year by $11,804.27, made up of a reduction of $7,541.71 in 100% State Lighting and a reduction of $4,262.56 in Reimbursement Lighting.

Expenditures for highway safety lighting under the 100% State and the County and Municipal programs are given in detail on pages 19 and 20.

IV. TRAFFIC SIGNALS AND ELECTRIC SIGNS

The comparison of expenditures, 1943-1944, page 16, shows a saving during the year of $70,440.25 for traffic signal and electric sign operation, maintenance and construction. $60,000.00 of this savings resulted from cancellation by the Legislature of portions of purchase agreements covering traffic signal equipment and parts entered into during the years 1941 and 1942. The remainder of the savings was due to curtailment of new construction and reductions in maintenance work operations.

REPORT OF OPERATIONS

DRAWBRIDGES

I. OPERATION

During the year 1944 the State operated and maintained thirty-five movable span bridges.

On page 25 there is shown the number of repair and test openings, the number of boat openings, and the number of minutes each bridge was closed to highway traffic. Pages 26 to 33 give similar data for each of the bridges by months of the year; while on pages 34 to 38 there is presented data comparing bridge operations for the years 1943 and 1944, and also the peak year 1941.

On May 1, 1920 the Highway Department assumed responsibility for operation and maintenance of the Route 49 bridge across the Menantico Creek. Since June 1927 we have not been required to open this bridge for boat passage and by direction of the War Department, dated April 11, 1944, the Menantico Creek Bridge was designated as a bridge requiring twelve hours' notice for its operation. Accordingly, the former operating personnel of the bridge was transferred to other positions and arrangements made for the operation of the bridge, if and when necessary, by employees stationed on the Route 49 bridge at Millville.

The Route 35 Matawan Creek Bridge was taken over by the State on June 24, 1926 and, with possibly one or two exceptions during that year, the bridge has not been opened for marine traffic. On February 1, 1944, by direction of the War Department the Matawan Creek Bridge was designated a fixed-span bridge. Since the War Department stipulated that until further notice the bridge be retained in condition to operate if required, necessary steps were taken to preserve and protect the machinery and operating equipment.

The Lovelandtown Canal Bridge, which was closed to highway traffic for repairs on November 9, 1943, was again placed in operation on July 14, 1944.

During the year 1944, the movable span bridges maintained and operated by the State were opened a total of 29,831 times for passage of marine traffic, and it is significant to note that this was accomplished with no delays to highway or marine traffic due to failure of operating machinery or control equipment.

On pages 21 to 24 there is presented a series of graphs depicting Number Bridge Openings and Hours Highway Traffic Delay by months for the years 1939 to 1944 inclusive. The first graph, page 21, giving data for all bridges, shows the continued effect of the war in reducing marine traffic, the graph being almost identical with that of 1943.

The second graph, page 22, shows bridge openings and highway traffic delay on Class I bridges. Bridges of this classification are located in the metropolitan areas of the State, spanning streams devoted almost exclusively to commercial navigation, and represent our larger and more important bridges. It is interesting to note that seasonal peaks in traffic on these rivers have substantially disappeared, indicating that the transportation of civilian goods and military supplies has taken on a more regular and even pattern for the third year of war.

The graph on page 23 shows bridge openings and highway traffic delays on Class II bridges. These bridges are located in the northern part of the State where again the river traffic is predominently commercial and in the central coastal area of the State with both commercial and pleasure marine traffic. It is significant to note the marked effect on the performance of the Class II bridges since the inclusion of the Hudson-Manhattan Bridge, which was placed in service, May 1943. This is particularly apparent in the number of openings during the winter months, thus materially reducing the magnitude of peaks occurring during the months of July and August in previous years.

On page 24 will be found graph for Class III bridges, which are situated, for the most part, on tributaries of the Delaware River and comprise our smaller and less important structures. The graphs clearly indicate a marked increase in the number of bridge openings over the preceding two years, and this is attributed to the very large volume of marine traffic through the Cape May Canal.

II. PERSONNEL

During the war emergency, it has been increasingly more difficult to obtain operating personnel, not only to fully man our bridges but to provide the requisite number of regular relief and vacation and sick relief operators and attendants. Notwithstanding this handicap, we have adhered strictly to our policy of fully manning all bridges at all times and in providing necessary relief. This accomplishment was made possible through the cooperation of the Maintenance Division in supplying men in emergencies, through the willingness of our operating and maintenance personnel to work beyond their scheduled hours, and through the use, from time to time, of our regular bridge mechanics for the operation of bridges.

There was contained in the 1943 Annual Report a complete description of a plan proposed by this Division for the classification of drawbridges and the reclassification of operating personnel, with appropriate adjustments of salary ranges. The Civil Service Commission, under date of August 12, 1943, approved the classification of bridges, but it was not until November 2, 1944 that approval was received for the reclassification of bridge attendants and operators and the adjustment of salaries. In the meantime, the above proposal had become a part of the general plan of reclassification of all State employees. It is anticipated that the reclassification of bridge personnel will become effected early next year.

III. MAINTENANCE

Because of our inability to obtain critical materials during the year and due to labor shortage as explained above, it was necessary to defer many major repairs and alterations to bridge operating machinery and control. Routine maintenance schedules, however, were maintained, notwithstanding these handicaps.

HIGHWAY SAFETY LIGHTING

The State Highway Safety Lighting Program is divided into three categories, as follows:

(a) 100% State
(b) County Reimbursement
(c) Municipal Reimbursement

On pages 39 and 40 there is presented tabulation showing by years for the period 1938-1944 the number and size of highway lighting units in operation under the municipal and county reimbursement plans and for the 100% State Lighting.

The program reached its maximum during the year 1941 when there was a total of 12,870 lighting units in service. In 1943 the total number of units had decreased to 9,956, accompanied by a reduction in candle power of many units, in compliance with the War Emergency Curtailment Program initiated by Commissioner Miller in 1942.

Due to increase of traffic volumes, Commissioner Miller sanctioned on July 13, 1944 the reestablishment of highway lighting to its pre-war normal status at locations where traffic conditions warranted. During the year the total number of lighting units in service was increased by 301, to a total of 10,257, while 801 lighting units were increased in candle power.

It should be noted, however, that during the latter months of the year, approval had been given by the Commissioner for the reinstallation of a total of 896 lighting units and for the increase in candle power of 841 units. Because of delays incident to the revision of existing reimbursement agreements, many of the foregoing lamps will not be reinstalled or increased in size until next year.

Highway lighting units under the 100% State program, 3757 in number, are maintained at 272 locations. Under our reimbursement agreements, 1495 lighting units are installed in twenty counties at 951 intersections with State highways, and 5005 units are installed on our highways through 194 municipalities.

On pages 41, 42 and 43, there are presented comparisons for the years 1942, 1943 and 1944, by utility companies of the number and candle power of lighting units in service under our 100% State and reimbursement programs. There are shown on page 44, under 1944 County reimbursement agreements, the number and size of units, together with the County, State and total operational cost for each County. Similarly, there are shown by Counties, on pages 45 to 60, corresponding data for each municipality participating in the municipal reimbursement program.

REPORT OF OPERATIONS (Cont'd)

HIGHWAY TRAFFIC SIGNALS

During the year this Division maintained a total of 162 highway traffic signals of all types on State highways under a program embracing:

(a) 100% State, 27 signals at intersections of two or more State Highways and 29 signals at movable span bridges.

(b) County Reimbursement, 52½ signals at intersections of State Highways and County roads.

(c) Municipal Reimbursement, 48½ signals at intersections of State highways and Municipal streets.

(d) Miscellaneous, including three locations at United States Government Posts; one agreement with Port of New York Authority; and one agreement with Hudson County Boulevard Commission.

During the year two new installations of flasher signals and one installation of bridge signals were made, while one manual type signal was removed from service, page 65.

In previous years, highway traffic-actuated signals of the normal-out type were installed throughout the State, reaching a total of sixty such installations in 1942. The use of the normal-out type signal has never been approved by the Traffic Engineer of the Motor Vehicle Department, and in reality it is illegal since it does not comply with the Code for Traffic Control Signal Installation and Operation, prepared by the New Jersey Traffic Commission under Acts of Legislature.

Proponents of the normal-out signal claim as its principal advantage that of economy in operation, since current is consumed only while the signal lights are burning. However, the increased installation and maintenance costs, as compared with the normal-green type signal, offset the saving in current consumption; and, in addition, the normal-out signal presents a hazard when not lighted, and it has been found to be confusing to operators of vehicles.

Accordingly, during the year, 36 noraml-out signals were converted to normal-green, page 66. Together with conversions made in 1943, all but one normal-out signal have been eliminated. The remaining normal-out signal, however, is presently operated as a pre-timed signal and will be converted to the normal-green type early next year.

On page 61 there is presented tabulation showing the number of various types of traffic signals in operation, together with data covering the number of routine inspections and emergency calls made during the year by our traffic signal maintenance forces. On pages 62 to 64, will be found a listing of all traffic signals maintained by the State, giving Route Numbers, Location, and Type of Signal.

REPORT OF OPERATIONS (Cont'd)

ELECTRIC SIGNS

Electric cautionary and directional signs are installed and maintained by this Division at traffic circles and other points of convergent and divergent traffic. At present we maintain a total of 679 such signs - 155 cautionary and 524 directional - of which 352 are illuminated by incandescent lamps and 327 by lamps of the fluorescent type.

On pages 67 and 68 will be found table giving the route number and location, kind and type of all electric signs presently in service. On page 69 are listed four locations totalling 45 electric signs not yet placed in operation due to inability of the utility companies to obtain necessary equipment and to make required pole line extensions under the present War Emergency restrictions.

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

APPROPRIATION
JANUARY 1, 1944 - JUNE 30, 1945

		BRIDGE OPERATION			HIGHWAY LIGHTING		TRAFFIC SIGNALS & SIGNS
	TOTAL	OPERATION	MAINTENANCE	LIGHTING	100% STATE	MUNICIPAL AID	
Salaries: Civil Service	$ 625,000.00	$427,859.36	$49,690.56	$ 5,003.30	$ 39,321.38	$ 17,085.40	$ 86,040.00
Labor (Temporary-Special)	15,500.00	7,088.69	0	0	598.26	797.67	7,015.38
Office Supplies	900.00	261.93	37.97	33.42	212.50	283.33	70.85
Office Furniture & Fixtures	450.00	47.39	18.00	15.81	100.80	134.40	133.60
Dept. Equipment & Trucks	4,595.43	0	1,094.10	247.67	1,107.01	0	2,146.65
Printing, Blue Prints, etc.	360.00	31.55	16.22	14.23	58.77	78.39	160.84
Travel Expense	375.00	36.76	16.75	15.24	77.35	103.13	125.77
Telephone & Telegraph	5,200.00	2,064.73	252.84	228.02	660.99	981.32	1,012.10
Postage	1,200.00	438.18	54.00	47.82	216.96	289.29	153.75
Freight, Cartage & Storage	30.00	15.00	0	0	0	0	15.00
Buildings & Grounds	8,105.30	332.06	349.73	315.60	1,682.97	2,184.45	3,240.49
Rent - Equipment	3,543.76	550.00	165.00	105.75	1,064.72	926.63	731.66
Auto Maintenance	18,608.45	451.49	3,795.15	3,495.16	3,795.00	570.00	6,501.65
Insurance & Surety Bonds	4,964.12	1,457.97	178.38	147.45	877.89	1,315.59	986.84
Light, Heat, Electric Power	705,226.84	34,075.90	0	40,225.54	222,467.94	350,565.96	57,891.50
Pensions, Claims, Awards	7,708.33	4,493.13	181.88	143.80	1,332.98	1,245.34	311.20
Tools	300.00	0	150.00	0	0	0	150.00
Material & Supplies	19,273.67	1,080.86	2,583.04	575.96	575.94	0	14,457.87
Miscellaneous	1,609.10	0	116.38	100.23	221.34	816.30	354.85
Purchase & Stores	1,300.00	0	1,300.00	0	0	0	0
	$1,424,250.00	$480,285.00	$60,000.00	$50,715.00	$274,372.80	$377,377.20	$181,500.00

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

SCHEDULE SHOWING APPROPRIATIONS FOR 1/1/44 to 6/30/45 AND EXPENDITURES FOR 1944 AND BALANCES AVAILABLE FOR JANUARY 1, 1945 to JUNE 30, 1945

		APPROPRIATIONS 1/1/44-6/30/45		EXPENDITURE 1/1-12/31/44		BALANCE AVAILABLE 1/1-6/30/45
1. OPERATION AND MAINTENANCE OF BRIDGES						
A. Operation		$480,285.00		$361,816.91		
B. Machine Repair		60,000.00		26,070.88		
C. Lighting		50,715.00	$ 591,000.00	26,103.60	$ 413,991.39	$177,008.61
2. HIGHWAY LIGHTING						
A. Current (State)	(	$274,372.80		$165,865.68		
B. Maintenance (State)	--(			4,312.14		
C. New Installations (State)	(			1,685.26		
D. Municipal and County Aid		377,377.20	651,750.00	265,931.01	437,794.09	213,955.91
3. TRAFFIC SIGNALS AND ELECTRIC SIGNS						
A. Current	(	$181,500.00		$ 40,471.49		
B. Maintenance	--(			39,405.27		
C. New Installations	(		181,500.00	2,433.09	82,309.85	99,190.15
			$1,424,250.00		$ 934,095.33	$490,154.67
COMMITMENTS AS OF DECEMBER 31			168,927.68		132,480.80	36,446.88
TOTAL FUNDS			$1,593,177.68		$1,066,576.13	$526,601.55

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

SCHEDULE SHOWING EXPENDITURES AND COMMITMENTS FOR THE YEAR 1944

1.	OPERATION OF BRIDGES			
	A.	Salaries, Coal Material, Machine Repair, Lighting & Power	$413,991.39	
	B.	Commitments	3,108.25	$ 417,099.64
2.	HIGHWAY LIGHTING			
	A.	Current, Maintenance & Installation(State)	$171,863.08	
	B.	Commitments	3,003.48	
	C.	Municipal & County Aid	265,931.01	
	D.	Commitments	82,381.66	523,179.23
3-4	TRAFFIC SIGNALS & ELECTRIC SIGNS			
	A.	Current, Maintenance & New Installations	$ 82,309.85	
	B.	Commitments	43,987.41	126,297.26
		TOTAL EXPENDITURES & COMMITMENTS		$1,066,576.13
		Balance December 31, 1944		526,601.55
		TOTAL FUNDS AVAILABLE		$1,593,177.68

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

STATEMENT OF EXPENDITURE FOR THE YEAR 1944 BY WORK OPERATION

1.	**OPERATION AND MAINTENANCE OF BRIDGES**		
	A. Operation	$361,816.91	
	B. Machine Repair	26,070.88	
	C. Lighting	26,103.60	$ 413,991.39
2.	**HIGHWAY LIGHTING**		
	A. Current (State)	$165,865.68	
	B. Maintenance (State)	4,312.14	
	C. New Installations (State)	1,685.26	
	D. Municipal and County Aid	265,931.01	437,794.09
3.	**TRAFFIC SIGNALS AND ELECTRIC BEACONS**		
	A. Current	$ 22,633.51	
	B. Maintenance	19,897.56	
	C. New Installations	2,218.93	44,750.00
4.	**ELECTRIC DIRECTIONARY SIGNS**		
	A. Current	$ 17,837.98	
	B. Maintenance	19,507.71	
	C. New Installations	214.16	37,559.85
	TOTAL EXPENDITURE		$ 934,095.33
	COMMITMENTS DECEMBER 31, 1944		132,480.80
	TOTAL EXPENDITURE & COMMITMENTS		$1,066,576.13

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION
COMPARISON OF EXPENDITURES AND COMMITMENTS FOR THE YEARS 1943-1944

	1943		1944		(I) INCREASE (D) DECREASE
1. OPERATION OF BRIDGES					
A. Salaries, Coal, Materials, Machine Repair, Lighting and Power	$400,095.43		$413,991.39		
B. Commitments	4,530.00	$ 404,625.43	3,108.25	$ 417,099.64	I $12,474.21
2. HIGHWAY LIGHTING					
A. Current, Maintenance & Installations (State)	$169,694.35		$171,863.08		
B. Commitments	12,713.92		3,003.48		
C. Municipal and County Aid	252,892.48		265,931.01		
D. Commitments	99,682.75	534,983.50	82,381.66	523,179.23	D 11,804.27
3. TRAFFIC SIGNALS AND ELECTRIC SIGNS					
A. Current, Maintenance & New Installations	$ 84,736.59		$ 82,309.85		
B. Commitments	112,000.92	196,737.51	43,987.41	126,297.26	D 70,440.25
TOTAL EXPENDITURES AND COMMITMENTS		$1,136,346.44		$1,066,576.13	D $69,770.31
BALANCE DECEMBER 31st		172,741.32		526,601.55	
TOTAL FUNDS AVAILABLE		$1,309,087.76		$1,593,177.68	

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

OPERATION OF DRAWBRIDGES
JANUARY 1, 1944 to DECEMBER 31, 1944

M.P.	LOCATION	SALARY	MILEAGE	MATERIAL & SUPPL.	LIGHT, HEAT & POWER	TELE-PHONE	MISC.	CARS	INSUR-ANCE	CURRENT REPAIRS	OVERHEAD	TOTAL
2.5/3	Hackensack River	$ 11,575.13	$	$ 47.39	$ 939.91	$ 65.40	$	$ 17.86	$	$	$ 1,241.71	$ 13,887.40
0.4/4	Cape May Canal	5,343.18		11.99	193.53	79.10					552.60	6,180.40
51.3/4	Nacote Creek	4,464.00		17.77	59.01	49.80					450.76	5,041.34
53.0/4	Mullica River	5,421.02		66.14	354.92	56.90			42.23		583.38	6,524.59
56.7/4	Bass River	5,066.26		12.71	180.59	40.90					520.46	5,820.92
75.8/4	Shark River	11,627.46	4.50	14.95	567.87	91.35		11.75			1,209.52	13,527.40
112.4/37	Island Heights	5,768.37	37.40	53.62	319.90	60.75		9.50			613.65	6,863.19
115.4/92	Long Beach	5,210.90	26.40	42.94	309.44	71.61					555.89	6,217.18
135.1/4	Victory	17,522.43		34.19	840.02	58.05		8.08			1,812.90	20,275.67
50.0/52	Beach Thorofare	5,549.42	13.65	13.07	1,095.73	62.05					661.22	7,395.14
50.1/52	Ship Channel	5,201.54		10.08	808.17	68.94					597.86	6,686.59
4.0/6E	Little Ferry	14,462.84		38.67	1,251.28	102.55		17.76			1,558.61	17,431.71
50.5/10	Hackensack River	24,753.56		122.37	1,960.51	104.80		31.03			2,648.46	29,620.73
250.0/25	Hudson & Manhattan	10,016.80		23.47	48.60	60.63		35.74			1,000.11	11,185.35
0.6/25	Cooper River	11,977.82		85.67	1,266.95	124.10					1,321.13	14,775.67
12.7/25	Rancocas Creek	5,666.31		12.89	261.81	69.75					590.21	6,600.97
56.7/25	Passaic River	23,067.74		52.67	5,561.51	64.55		24.64			2,825.09	31,596.20
57.8/25	Hackensack River	23,413.07		81.54	1,575.94	84.55		20.44			2,472.04	27,647.58
0.0/13	Lovelandtown	4,855.11		20.84	516.64	61.35	6.00	6.00			536.71	6,002.65
3.2/34	Manasquan River	6,124.37	9.50	18.36	563.93	59.40	6.00	6.50			666.53	7,454.59
8.6/35	Inland Waterway	10,280.01		11.24	238.53	55.27		5.00			1,039.86	11,629.91
11.4/35	Manasquan River	11,391.94	2.30	16.48	268.24	53.45	6.00	7.65			1,153.37	12,899.43
18.1/35	Shark River	4,624.75		36.89	799.44	95.33	6.00	1.00			546.28	6,109.69
41.2/35	Matawan Creek	1,251.33		.75	46.10	9.25		5.60			128.93	1,441.96
43.9/35	Cheesequake Creek	9,888.02		60.25	553.53	92.80		25.20		20.00	1,044.74	11,684.54
12.6/36	Shrewsbury River	11,893.16		17.19	1,247.58	55.45		2.00			1,297.64	14,513.02
5.4/44	Oldmans Creek	4,949.43	32.00	20.55	627.06	56.28			84.48		566.55	6,336.35
8.5/44	Raccoon Creek	5,553.29	57.80	16.01	502.61	45.45					606.35	6,781.51
16.3/44	Mantua Creek	4,563.30		17.25	593.26	60.45			84.48		522.26	5,841.00
19.9/44	Woodbury Creek	4,645.79		16.75	529.27	78.85					517.54	5,788.20
2.8/49	Alloway Creek	4,783.29	90.50	5.13	142.44						493.06	5,514.42
15.3/49	Cohansey River	5,282.03	35.10	10.92	279.93	80.75					558.59	6,247.32
26.1/49	Maurice River	5,255.86		17.20	540.78	67.20			25.34		579.96	6,486.34
30.3/49	Menantico Creek	3,862.85		.53	40.35	15.15					384.80	4,303.68
7.2/50	Tuckahoe River	4,725.14		9.66	145.18	78.34					486.87	5,445.19
	Undistributed	42.92						10.88			5.28	59.08
	TOTAL	$300,080.	$309.15	$1,038.13	$25,230.56	$2,280.55	$24.00	$246.63	$236.53	$20.00	$32,350.92	$361,616.91

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

COMPARISON OF OPERATING COST OF DRAWBRIDGES

1943 - 1944

MILE-POST	NAME OF BRIDGE		1943 SALARY	1943 OPERATING EXPENSE	1943 TOTAL	1944 SALARY	1944 OPERATING EXPENSE	1944 TOTAL
2.5/3	Hackensack River	Secaucus	$ 13,455.45	$ 2,765.53	$ 16,220.98	$ 11,575.13	$ 2,312.27	$ 13,887.40
0.4/4	(Cape May Canal	Cape May	2,336.99	268.06	2,605.05	5,343.18	837.22	6,180.40
51.3/4	Nacote Creek	Smithville	3,639.05	293.14	3,932.19	4,464.00	577.34	5,041.34
53.0/4	Mullica River	Smithville	6,434.88	956.02	7,390.90	5,421.02	1,103.57	6,524.59
56.7/4	Bass River	New Gretna	5,409.44	417.10	5,826.54	5,066.26	754.66	5,820.92
135.1/4	Raritan River	Perth Amboy	18,642.03	1,215.57	19,857.60	17,522.43	2,753.24	20,275.67
75.8/4N	Shark River	Belmar	10,575.28	1,171.92	11,747.20	11,627.46	1,899.94	13,527.40
4.0/6E	Hackensack River	Little Ferry	13,297.36	2,665.43	15,962.79	14,462.84	2,968.87	17,431.71
50.5/10	Hackensack River	Jersey City	24,546.83	3,496.80	28,043.63	24,753.56	4,867.17	29,620.73
0.0/13	Lovelandtown Canal	Bay Head	3,777.56	740.37	4,517.93	4,855.11	1,147.54	6,002.65
0.6/25	Cooper River	Camden	11,736.23	2,116.10	13,852.33	11,977.82	2,797.85	14,775.67
12.7/25	Rancocas Creek	Bridgeboro	5,482.60	984.46	6,467.06	5,666.31	934.66	6,600.97
56.7/25M	Passaic River	Newark	17,297.42	7,191.75	24,489.17	23,067.74	8,528.46	31,596.20
57.8/25M	Hackensack River	Kearny	23,101.65	3,706.17	26,807.82	23,413.07	4,234.51	27,647.58
230.0/25	Hudson & Manhattan	Newark	5,668.12	375.73	6,043.85	10,016.80	1,168.55	11,185.35
3.2/34	Manasquan River	Manasquan	7,547.51	1,443.18	8,990.69	6,124.37	1,330.22	7,454.59
8.6/35	Inland Waterway	Point Pleasant	9,476.23	919.66	10,395.89	10,280.01	1,349.90	11,629.91
11.4/35	Manasquan River	Brielle	13,700.54	1,017.22	14,717.76	11,391.94	1,507.49	12,899.43
18.1/35	Shark River	Belmar	5,994.34	998.28	6,992.62	4,624.75	1,484.94	6,109.69
41.2/35	Matawan Creek	Keyport	6,151.59	632.01	6,783.60	1,251.33	190.63	1,441.96
43.9/35	Cheesequake Creek	Morgan	6,789.65	762.88	7,552.53	9,888.02	1,796.52	11,684.54
12.6/36	Shrewsbury River	Highlands	11,836.66	1,840.27	13,676.93	11,893.16	2,619.86	14,513.02
112.4/37	Barnegat Bay	Island Heights	4,988.73	659.21	5,647.94	5,768.37	1,094.82	6,863.19
5.4/44	Oldmans Creek	Nortonville	3,354.57	1,079.74	4,434.31	4,949.43	1,386.92	6,336.35
8.5/44	Raccoon Creek	Bridgeport	6,981.08	1,177.23	8,158.31	5,553.29	1,228.22	6,781.51
16.3/44	Mantua Creek	Paulsboro	3,009.84	981.25	3,991.09	4,563.30	1,277.70	5,841.00
19.9/44	Woodbury Creek	Woodbury	3,975.48	1,111.43	5,086.91	4,645.79	1,142.41	5,788.20
2.8/49	Alloways Creek	Quinton	4,191.50	487.56	4,679.06	4,783.29	731.13	5,514.42
15.3/49	Cohansey River	Bridgeton	4,918.02	690.98	5,609.00	5,282.03	965.29	6,247.32
26.1/49	Maurice River	Millville	5,225.50	912.84	6,138.34	5,255.86	1,230.48	6,486.34
30.3/49	Menantico Creek	Millville	4,837.51	352.55	5,190.06	3,862.85	440.83	4,303.68
7.2/50	Tuckahoe River	Tuckahoe	5,288.32	608.93	5,897.25	4,725.14	720.05	5,445.19
50.0/52 & 50.1/52	Ocean City-	Somers Point	11,017.01	2,860.30	13,877.31	10,750.96	3,330.77	14,081.73
115.4/92	Manahawkin Bay	Long Beach	4,997.07	640.26	5,637.33	5,210.90	1,006.28	6,217.18
	Undistributed					42.92	16.16	59.08
		TOTAL	$289,682.04	$47,539.93	$337,221.97	$300,080.44	$61,736.47	$361,816.91

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION
100% STATE HIGHWAY LIGHTING - EXPENDITURES FOR CURRENT

1944	PUBLIC SERVICE ELEC. & GAS CO.	JERSEY CENTRAL POWER & LIGHT CO.	ATLANTIC CITY ELECTRIC CO.	N.J. POWER & LIGHT CO.	VINELAND ELECTRIC CO.	ROCKLAND ELECTRIC CO.
January	$ 9,228.93	$ 2,604.65	$ 941.07	$ 750.27	$ 16.67	$ 80.89
February	9,212.57	2,672.72	941.06	750.27	16.67	80.89
March	9,244.24	2,766.46	941.06	750.27	16.67	80.89
April	9,244.12	2,766.46	941.06	755.51	16.67	80.89
May	9,245.44	2,766.46	941.06	755.88	16.67	80.89
June	9,251.12	2,766.46	941.06	755.88	16.67	80.89
July	9,257.37	2,770.34	942.68	755.88	16.67	80.89
August	9,246.92	2,767.58	942.33	755.88	16.67	80.89
September	9,257.90	1,753.39	940.68	755.88	16.67	80.89
October	7,908.60	2,591.51	942.68	767.14	16.67	80.89
November	9,422.88	2,901.87	859.38	766.12	16.67	80.89
December	9,416.05	2,910.55	941.34	766.12	16.67	80.89
	$109,936.14	$32,038.45	$11,215.46	$9,085.10	$200.04	$970.68

TOTALS ALL UTILITY COMPANIES		$163,445.87
OUTAGE CREDIT DUE TO HURRICANE OF SEPT. 14, 1944:		
Public Service Electric & Gas Co.	$1,450.55	
Jersey Central Power & Light Co.	1,518.96	
Atlantic City Electric Co.	81.90	3,051.41
		$166,497.28

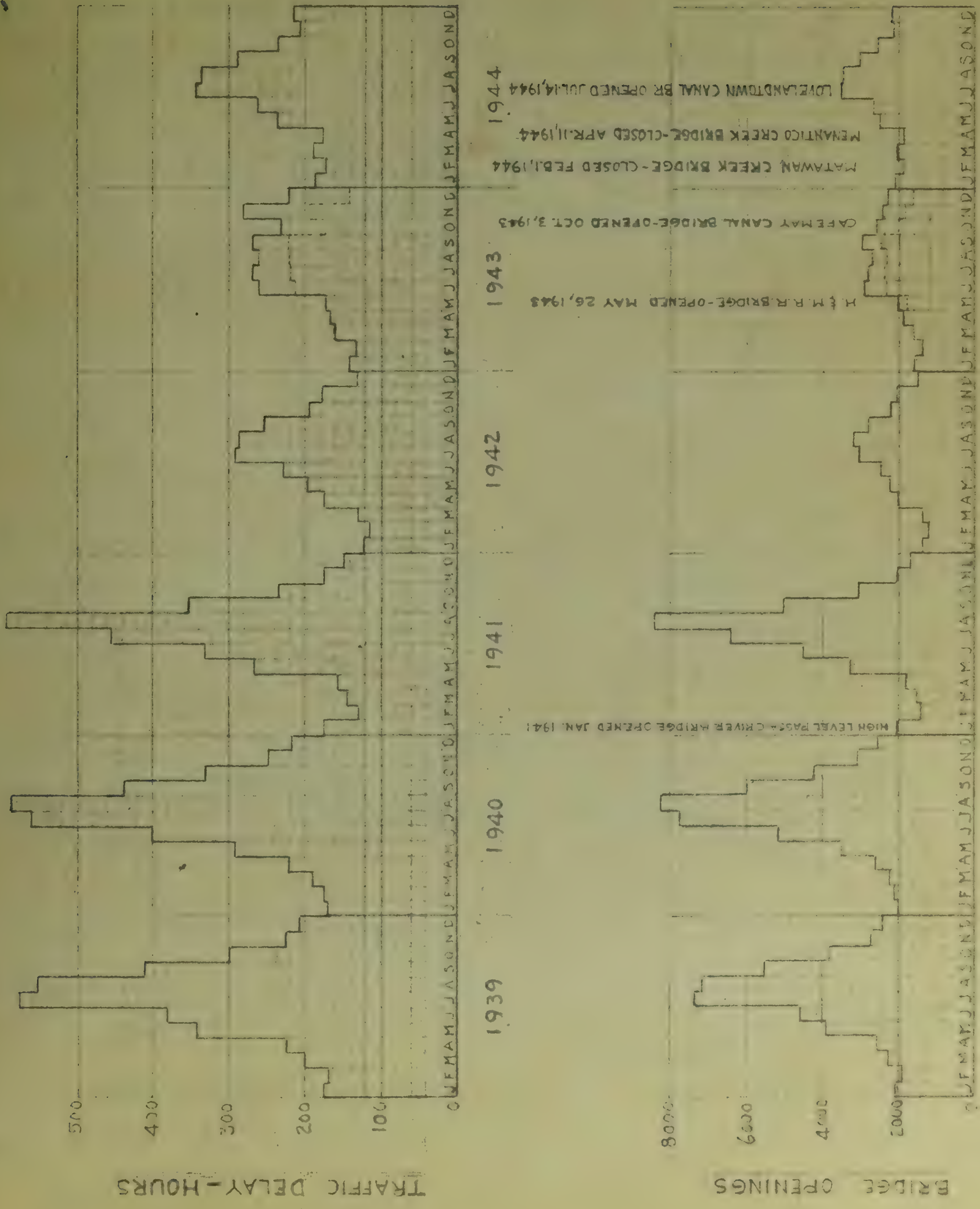
NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION
HIGHWAY LIGHTING REIMBURSEMENT
1944

	COUNTY			MUNICIPAL			
COUNTY	COUNTY'S SHARE	STATE'S SHARE	TOTAL COST	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST	TOTAL STATE COST
Atlantic	$ 1,919.22	$1,919.22	$ 3,838.44	$ 1,607.54	$ 5,010.80	$ 6,618.34	$ 6,930.02
Bergen	1,957.58	1,957.58	3,915.16	5,389.15	16,177.00	21,566.15	18,134.58
Burlington	2,278.23	2,278.23	4,556.46	656.10	2,214.00	2,870.10	4,492.23
Camden	3,115.88	3,115.88	6,231.76	10,237.40	22,657.40	32,894.80	25,773.28
Cape May	1,061.40	1,061.40	2,122.80	103.09	236.69	339.78	1,298.09
Cumberland	1,628.67	1,628.67	3,257.34	2,425.60	5,180.80	7,606.40	6,809.47
Essex	1,213.25	1,311.25	2,524.50	6,928.90	16,532.60	23,461.50	17,843.85
Gloucester	3,060.70	3,060.70	6,121.40	2,676.16	7,247.98	9,924.14	10,308.68
Hudson	218.40	218.40	436.80	2,750.40	6,191.00	8,941.40	6,409.40
Hunterdon	679.32	679.32	1,358.64	160.00	555.44	715.44	1,234.76
Mercer	1,975.98	1,975.98	3,951.96	2,764.94	8,741.40	11,506.34	10,717.38
Middlesex	2,593.23	2,593.23	5,186.46	3,112.15	9,256.40	12,368.55	11,849.63
Monmouth	3,354.90	3,354.90	6,709.80	6,058.91	17,796.98	23,855.89	21,151.88
Morris	0	0	0	4,355.95	12,930.46	17,286.41	12,930.46
Ocean	2,872.00	2,872.00	5,744.00	1,764.38	5,442.12	7,206.50	8,314.12
Passaic	644.80	644.80	1,289.60	1,940.50	3,895.00	5,835.50	4,539.80
Salem	2,181.40	2,181.40	4,362.80	1,377.20	4,631.75	6,008.95	6,813.15
Somerset	1,103.20	1,103.20	2,206.40	2,075.50	5,961.16	8,036.66	7,064.36
Sussex	749.29	749.29	1,498.58	120.00	320.00	440.00	1,069.29
Union	2,619.13	2,619.13	5,238.26	12,432.58	41,737.10	54,169.68	44,356.23
Warren	950.80	950.80	1,901.60	2,181.33	1,084.63	3,265.96	2,035.43
TOTAL	$36,177.38	$36,275.38	$72,452.76	$71,117.78	$193,800.71	$264,918.49	$230,076.09

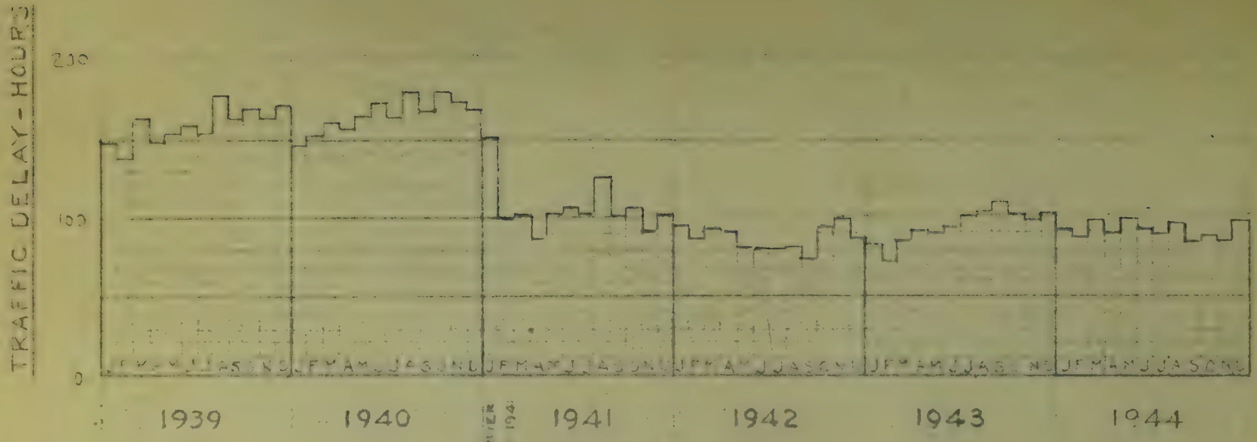
BRIDGE OPENINGS - TRAFFIC DELAY
ALL BRIDGES

÷ OPERATION 1944 ÷

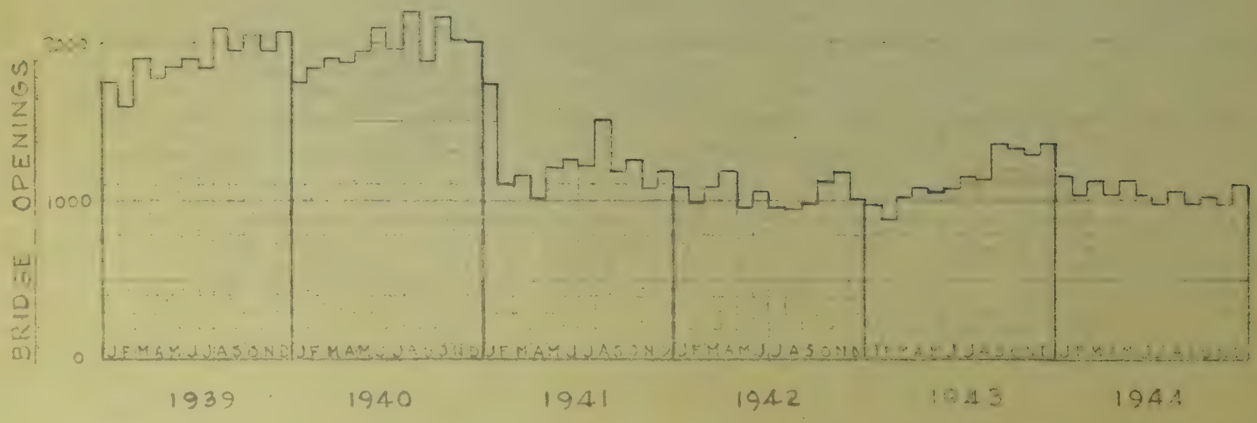
NUMBER BRIDGES	TOTAL OPENINGS	HOURS DELAY
35	29,831	2847.2



BRIDGE OPENINGS - TRAFFIC DELAY
CLASS I BRIDGES



HIGH LEVEL PASSAIC RIVER BRIDGE OPENED JAN 1941

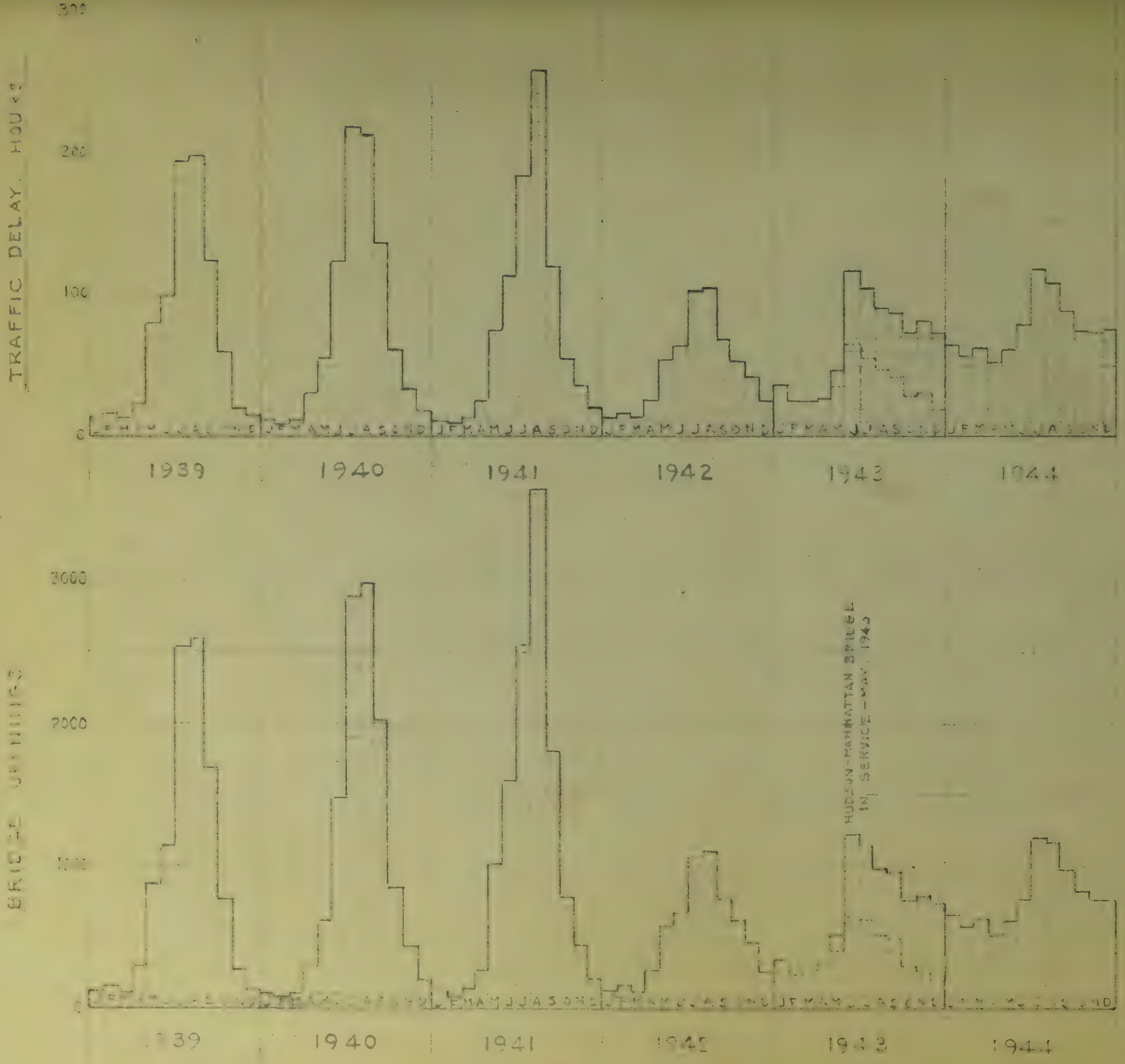


÷ OPERATION 1944 ÷

ROUTE	BRIDGE	OPENINGS	DELAY
4	VICTORY	3088	305
10	WITTPENN	1174	113.4
25	COOPER RIVER	393	27.3
25M	PASSAIC RIVER	987	102.5
25M	HACKENSACK RIVER	2906	537.6
	TOTAL	12,553	1,086

BRIDGE OPENINGS - TRAFFIC DELAY

CLASS II BRIDGES



- OPERATION 1944 -

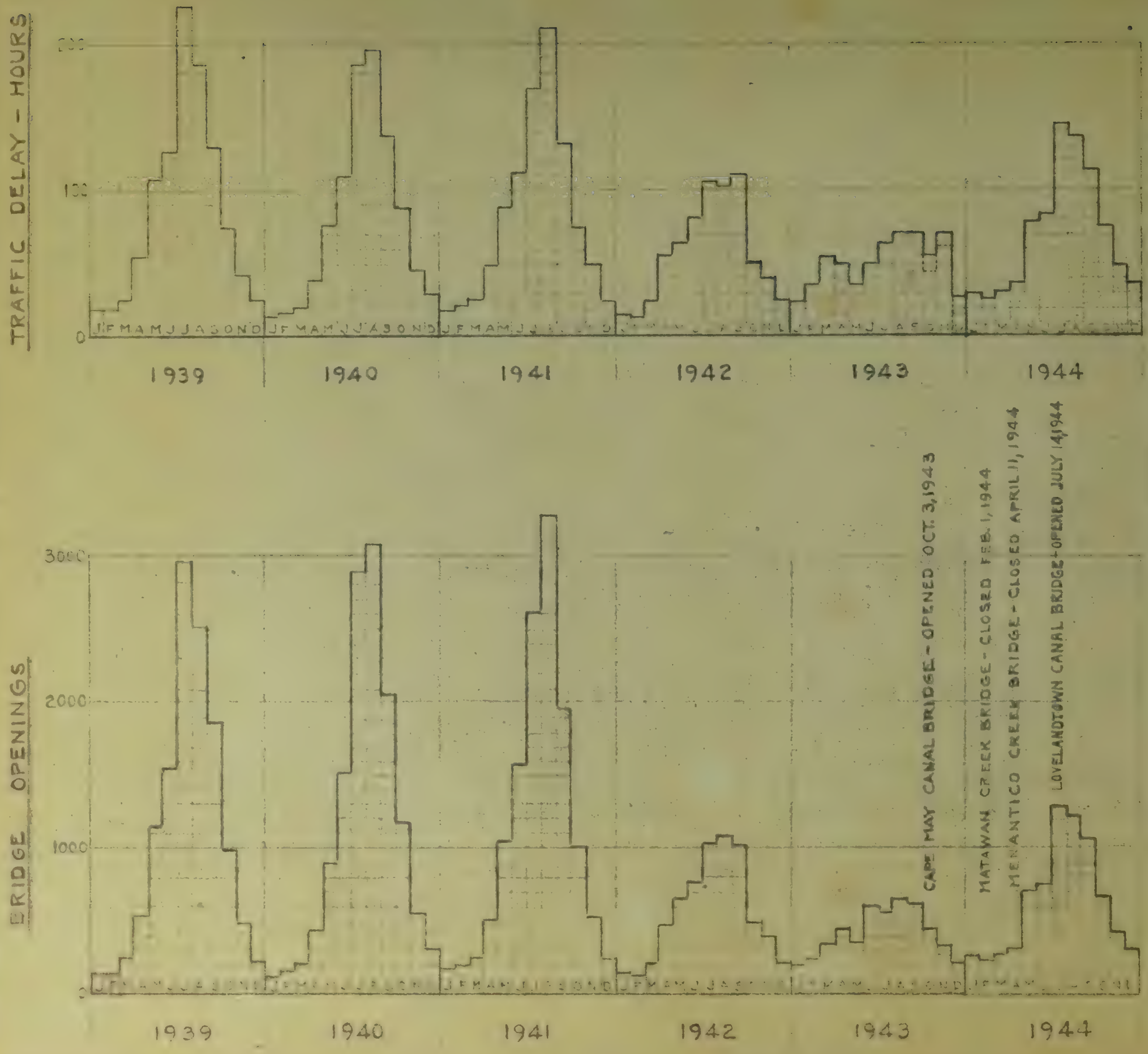
ROUTE	BRIDGE	OPENINGS	DELAY
3	HACKENSACK RIVER	476	32.1
4N	SHARK RIVER	574	30.3
6E	HACKENSACK RIVER	204	14.6
25A	[illegible] RAILROAD	5804	52.0
35	MANASQUAN RIVER	1258	82.1
35	SHARK RIVER	544	45.1
36	SHREWSBURY RIVER	170	13.6
52	OCEAN CITY	917	124.1
	TOTAL	971[illegible]	407.7

BRIDGE OPENINGS - TRAFFIC DELAY

CLASS III BRIDGES

÷ OPERATION 1944 ÷

ROUTE	BRIDGE	OPENINGS	DELAY
4	CAPE MAY CANAL	1347	[illegible]
4	NACOTE CREEK	44	[illegible]
4	MULLICA RIVER	347	[illegible]
4	BASS RIVER	33	[illegible]
13E	LOVELANDTOWN CANAL	453	[illegible]
25	RANCOCAS CREEK	58	[illegible]
34	MANASQUAN RIVER	134	[illegible]
35	INLAND WATERWAY	8[illegible]	[illegible]
35	MATAWAN CREEK	0	[illegible]
37	ISLAND HEIGHTS	1892	205.[illegible]
S40	MANAHAWKIN	740	[illegible]
44	OLDMANS CREEK	127	[illegible]
44	RACCOON CREEK	28[illegible]	[illegible]
44	MANTUA CREEK	144	14
44	WOODBURY CREEK	142	[illegible]
47	ALLOWAYS CREEK	14	[illegible]
49	COHANSEY RIVER	41	[illegible]
49	MAURICE RIVER	32	[illegible]
49	MENANTICO CREEK	16	[illegible]
50	TUCKAHOE RIVER	96	[illegible]
52	SOMERS POINT	104	[illegible]
35	CHEESEQUAKE CREEK	12[illegible]	12.6
	TOTAL	7,35[illegible]	343.[illegible]



CAPE MAY CANAL BRIDGE - OPENED OCT. 3, 1943

MATAWAN CREEK BRIDGE - CLOSED FEB. 1, 1944

MENANTICO CREEK BRIDGE - CLOSED APRIL 11, 1944

LOVELANDTOWN CANAL BRIDGE - OPENED JULY 14, 1944

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU

1944 BRIDGE OPENINGS

MILE POST	BRIDGE & LOCATION		REPAIR & TEST	BOAT	TOTAL	TIME MINUTES
135.1/4	Raritan River, Perth Amboy		1	3087	3088	18290
50.5/10	Hackensack River, Jersey City		58	1121	1179	6804
0.6/25	Cooper River, Camden		89	304	393	1653
56.7/25M	Passaic River, Newark		33	954	987	6151
57.8/25M	Hackensack River, Kearny		131	6775	6906	32257
	Class I Totals		312	12241	12553	65164
2.5/3	Hackensack River, Secaucus		249	227	476	3963
75.8/4N	Shark River, Belmar		58	516	574	3001
4.0/6E	Hackensack River, Little Ferry		41	163	204	1476
250.0/25	Passaic River, (H&MRR) Newark		14	5492	5506	30721
11.4/35	Manasquan River		77	1281	1358	4929
18.1/35	Shark River, Belmar		50	494	544	2707
12.6/36	Shrewsbury River, Highlands		85	35	120	821
50.0/52	Beach Thorofare, Ocean City		17	920	937	7445
	Class II Totals		591	9128	9719	55063
0.0/4	Cape May Canal, Cape May		7	1890	1897	15711
51.3/4	Nacote Creek, Smithville		5	39	44	471
53.0/4	Mullica River, Smithville		22	325	347	2148
56.7/4	Bass River, New Gretna		50	0	50	266
0.0/13	Lovelandtown Canal, Bay Head	(1)	45	409	454	2763
12.7/25	Rancocas Creek, Bridgeboro		58	30	88	492
3.2/34	Manasquan River, Manasquan		89	45	134	805
8.6/35	Inland Waterway, Point Pleasant		79	734	813	4054
41.2/35	Matawan Creek, Keyport	(2)	0	0	0	0
43.9/35	Cheesequake Creek, Morgan		77	52	129	993
112.4/37	Island Heights - Seaside Heights		34	1858	1892	12330
115.4/92	Manahawkin - Long Beach		33	707	740	3900
5.4/44	Oldman's Creek, Nortonville		66	61	127	1004
8.5/44	Raccoon Creek, Bridgeport		25	230	255	1720
16.3/44	Mantua Creek, Paulsboro		58	86	144	890
19.9/44	Woodbury Creek, Woodbury		39	103	142	718
2.8/49	Alloways Creek, Quinton		12	2	14	134
15.3/49	Cohansey River, Bridgeton		30	11	41	262
26.1/49	Maurice River, Millville		27	5	32	177
30.3/49	Menantico Creek, Millville	(3)	16	0	16	261
7.2/50	Tuckahoe River, Tuckahoe		26	70	96	729
50.1/52	Ship Channel Thorofare, Somers Pt.		29	75	104	774
	Class III Totals		827	6732	7559	50603
	Grand Totals		1730	28101	29831	170830

(1) Opened to highway traffic 7/14/44
(2) Closed to river traffic 2/1/44
(3) Closed to river traffic 5/28/44 (12 hr. notice bridge)

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1944 BRIDGE OPENINGS

CLASS I BRIDGES

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Raritan River	Test Openings	0	0	0	0	0	0	1	0	0	0	0	0	1
Victory Bridge	Boat Openings	198	233	315	259	351	302	272	255	211	240	206	245	3087
Perth Amboy	Total	198	233	315	259	351	302	273	255	211	240	206	245	3088
135.1/4	Minutes closed to traffic	1166	1363	1892	1547	2075	1831	1641	1569	1221	1365	1186	1443	18299
Hackensack River	Test Openings	0	1	4	3	17	12	5	2	2	7	1	4	58
Wittpenn Bridge	Boat Openings	93	87	85	91	87	77	81	115	76	102	84	143	1121
Jersey City	Total	93	88	89	94	104	89	86	117	78	109	85	147	1179
50.5/10	Minutes closed to traffic	527	510	504	540	574	523	494	649	470	650	507	856	6804
Cooper River	Test Openings	1	5	3	8	2	18	31	2	6	2	11	0	89
Camden	Boat Openings	28	21	26	24	28	22	18	36	25	34	28	14	304
0.6/25	Total	29	26	29	32	30	40	49	38	31	36	39	14	393
	Minutes closed to traffic	114	107	117	128	117	171	251	143	127	137	178	63	1653
Passaic River	Test Openings	4	3	2	2	3	2	1	1	1	0	0	14	33
Newark	Boat Openings	86	78	77	74	86	84	70	75	73	80	89	82	954
56.7/25M	Total	90	81	79	76	89	86	71	76	74	80	89	96	987
	Minutes closed tc traffic	581	533	487	462	540	544	449	459	460	490	554	592	6151
Hackensack River	Test Openings	7	1	0	3	43	1	2	6	29	3	34	2	131
Kearny	Boat Openings	724	599	597	567	511	499	507	556	568	548	506	593	6775
57.8/25M	Total	731	600	597	570	554	500	509	562	597	551	540	595	6906
	Minutes closed to traffic	3098	2606	2749	2699	2602	2355	2387	2757	2712	2602	2692	2998	32257

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1944 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Class I Totals	Test Openings	12	10	9	16	65	33	40	11	38	12	46	20	312
	Boat Openings	1129	1018	1100	1015	1063	984	948	1037	953	1004	913	1077	12241
	Total	1141	1028	1109	1031	1128	1017	988	1048	991	1016	959	1097	12553
	Minutes closed to traffic	5486	5119	5749	5376	5908	5424	5222	5577	4990	5244	5117	5952	65164
	CLASS II BRIDGES													
Hackensack River	Test Openings	13	14	1	1	9	91	98	15	2	2	0	3	249
Secaucus	Boat Openings	15	20	18	22	14	20	22	18	35	15	15	13	227
2.5/3	Total	28	34	19	23	23	111	120	33	37	17	15	16	476
	Minutes closed to traffic	193	290	190	230	192	940	838	257	370	163	150	150	3963
Shark River	Test Openings	3	4	4	4	11	12	3	5	4	2	1	5	58
Sterner Bridge	Boat Openings	38	37	17	7	20	22	74	75	81	67	58	20	516
Belmar	Total	41	41	21	11	31	34	77	80	85	69	59	25	574
75.8/4N	Minutes closed to traffic	219	198	107	60	162	185	401	449	453	349	289	129	3001
Hackensack River	Test Openings	9	1	1	2	8	1	7	3	1	3	1	4	41
Little Ferry	Boat Openings	13	14	11	10	12	25	21	16	16	8	11	6	163
4.0/6E	Total	22	15	12	12	20	26	28	19	17	11	12	10	204
	Minutes closed to traffic	152	116	82	85	130	201	205	136	127	79	92	71	1476
Passaic River	Test Openings	1	2	3	0	3	1	2	1	1	0	0	0	14
H & M RR Bridge	Boat Openings	497	420	502	397	385	417	418	462	436	436	509	613	5492
Newark	Total	498	422	505	397	388	418	420	463	437	436	509	613	5506
250.0/25	Minutes closed to traffic	2808	2435	2807	2182	2267	2275	2322	2578	2423	2438	2807	3379	30721

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1944 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Manasquan River	Test Openings	8	8	7	7	10	8	4	6	5	5	1	8	77
Point Pleasant	Boat Openings	36	20	22	14	53	134	299	315	208	117	36	27	1281
11.4/35	Total	44	28	29	21	63	142	303	321	213	122	37	35	1358
	Minutes closed to traffic	154	113	105	88	260	525	1109	1116	772	407	140	140	4929
Shark River	Test Openings	2	4	0	1	1	11	6	10	3	5	3	4	50
Belmar	Boat Openings	22	21	23	7	20	22	76	73	83	71	57	19	494
18.1/35	Total	24	25	23	8	21	33	82	83	86	76	60	23	544
	Minutes closed to traffic	105	108	93	33	86	191	403	422	451	356	322	137	2707
Shrewsbury River	Test Openings	8	6	8	10	7	9	11	4	8	4	4	6	85
Highlands	Boat Openings	0	0	0	1	0	1	14	12	5	0	2	0	35
12.6/36	Total	8	6	8	11	7	10	25	16	13	4	6	6	120
	Minutes closed to traffic	53	37	55	75	46	60	171	120	102	23	38	41	821
Ocean City	Test Openings	0	1	4	0	2	2	4	0	2	0	0	2	17
50.0/52	Boat Openings	16	18	20	39	66	109	154	182	96	98	78	44	920
	Total	16	19	24	39	68	111	158	182	98	98	78	46	937
	Minutes closed to traffic	162	177	220	338	537	884	1197	1445	745	761	626	353	7445
Class II Totals	Test Openings	44	40	28	25	51	135	135	44	26	21	10	32	591
	Boat Openings	637	550	613	497	570	750	1078	1153	960	812	766	742	9128
	Total	681	590	641	522	621	885	1213	1197	986	833	776	774	9719
	Minutes closed to traffic	3846	3474	3659	3091	3680	5261	6646	6523	5443	4576	4464	4400	55063

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1944 BRIDGE OPENINGS

CLASS III BRIDGES

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Cape May Canal	Test Openings	1	0	0	0	0	1	2	0	2	1	0	0	7
Cape May	Boat Openings	82	82	96	93	223	178	221	249	202	192	150	122	1890
0.4/4	Total	83	82	96	93	223	179	223	249	204	193	150	122	1897
	Minutes closed to traffic	696	719	825	774	1875	1484	1816	2042	1645	1586	1241	1008	15711
Nacote	Test Openings	1	0	0	1	0	0	0	0	0	0	0	3	5
Smithville	Boat Openings	1	3	3	2	4	4	4	6	4	4	4	0	39
51.3/4	Total	2	3	3	3	4	4	4	6	4	4	4	3	44
	Minutes closed to traffic	18	32	34	32	46	40	44	66	46	46	46	21	471
Mullica River	Test Openings	1	1	2	2	7	1	2	2	1	1	0	2	22
Smithville	Boat Openings	12	17	27	35	35	38	36	31	35	22	21	16	325
53.0/4	Total	13	18	29	37	42	39	38	33	36	23	21	18	347
	Minutes closed to traffic	83	111	183	230	258	240	236	203	222	142	129	111	2148
Bass River	Test Openings	4	5	3	4	5	4	4	5	4	4	4	4	50
New Gretna	Boat Openings	0	0	0	0	0	0	0	0	0	0	0	0	0
56.7/4	Total	4	5	3	4	5	4	4	5	4	4	4	4	50
	Minutes closed to traffic	22	27	17	20	23	21	23	28	22	23	20	20	266
Lovelandtown	Test Openings				Opened to			4	16	4	1	18	2	45
Bay Head	Boat Openings				highway traffic			64	117	103	71	27	27	409
0.0/13	Total				7/14/44			68	133	107	72	45	29	454
	Minutes closed to traffic							709	985	490	236	184	159	2763

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1944 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Rancocas Creek	Test Openings	8	5	6	6	3	5	2	3	4	4	6	6	58
Bridgeboro	Boat Openings	0	0	0	0	2	1	5	14	3	3	2	0	30
12.7/25	Total	8	5	6	6	5	6	7	17	7	7	8	6	88
	Minutes closed to traffic	48	28	34	31	30	33	37	93	39	41	43	35	492
Manasquan River	Test Openings	6	6	5	7	21	18	3	4	4	7	3	5	89
Manasquan	Boat Openings	0	0	0	0	0	6	11	20	8	0	0	0	45
3.2/34	Total	6	6	5	7	21	24	14	24	12	7	3	5	134
	Minutes closed to traffic	40	30	38	36	107	148	73	138	85	58	19	33	805
Inland Waterway	Test Openings	5	9	2	3	27	5	8	5	5	2	2	6	79
Point Pleasant	Boat Openings	36	18	21	27	57	83	140	133	95	67	29	28	734
8.6/35	Total	41	27	23	30	84	88	148	138	100	69	31	34	813
	Minutes closed to traffic	212	148	114	151	403	447	708	673	521	339	164	174	4054
Matawan Creek	Test Openings	0		Closed to river										
Keyport	Boat Openings	0		traffic 2/1/44										
41.2/35	Total	0												
	Minutes closed to traffic	0												
Cheesequake River	Test Openings	37	4	10	3	1	7	8	1	1	4	1	0	77
Morgan	Boat Openings	2	0	5	3	4	6	6	6	4	7	4	5	52
43.9/35	Total	39	4	15	6	5	13	14	7	5	11	5	5	129
	Minutes closed to traffic	224	18	122	52	45	100	120	66	48	100	48	50	993

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1944 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Island Heights 112.4/37	Test Openings	4	9	1	3	1	1	1	0	0	1	5	8	34
	Boat Openings	10	11	13	42	132	222	475	387	352	147	59	8	1858
	Total	14	20	14	45	133	223	476	387	352	148	64	16	1892
	Minutes closed to traffic	89	139	87	289½	824	1446	3170	2495	2285	934	421	151	12330½
Manahawkin- Long Beach 115.4/92	Test Openings	0	1	2	1	5	4	5	1	11	1	0	2	33
	Boat Openings	6	5	7	18	87	74	146	142	119	59	31	13	707
	Total	6	6	9	19	92	78	151	143	130	60	31	15	740
	Minutes closed to traffic	35	35	45	105	485	395	785	765	690	320	155	85	3900
Oldman's Creek Nortonville 5.4/44	Test Openings	4	4	4	9	5	2	6	9	7	7	5	4	66
	Boat Openings	10	8	0	0	12	13	10	1	4	2	1	0	61
	Total	14	12	4	9	17	15	16	10	11	9	6	4	127
	Minutes closed to traffic	122	100	28	65	131	118	125	86	85	71	43	30	1004
Raccoon Creek Bridgeport 8.5/44	Test Openings	1	1	3	0	0	1	3	4	1	1	1	9	25
	Boat Openings	12	22	24	24	23	20	28	18	13	17	15	14	230
	Total	13	23	27	24	23	21	31	22	14	18	16	23	255
	Minutes closed to traffic	91	158	187	161	150	134	200	154	88	119	106	172	1720
Mantua Creek Paulsboro 16.3/44	Test Openings	4	4	8	6	9	1	2	3	11	2	3	5	58
	Boat Openings	0	0	1	3	6	18	18	4	13	16	7	0	86
	Total	4	4	9	9	15	19	20	7	24	18	10	5	144
	Minutes closed to traffic	26	29	67	60½	69	113	124	53	154	101	62	32	890½

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1944 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Woodbury Creek Woodbury 19.9/44	Test Openings	4	6	5	7	2	3	1	2	2	1	3	3	39
	Boat Openings	0	0	0	0	7	17	26	14	21	11	3	4	103
	Total	4	6	5	7	9	20	27	16	23	12	6	7	142
	Minutes closed to traffic	18	33	25	35	49	100	135	80	115	60	31	37	718
Alloways Creek Quinton 2.8/49	Test Openings	1	1	1	1	1	1	1	1	1	1	1	1	12
	Boat Openings	0	0	0	0	0	0	0	0	1	0	1	0	2
	Total	1	1	1	1	1	1	1	1	2	1	2	1	14
	Minutes closed to traffic	10	9	9	10	10	10	10	9	19	10	19	9	134
Cohansey River Bridgeton 15.3/49	Test Openings	1	2	3	0	4	4	3	2	6	2	1	2	30
	Boat Openings	0	0	2	2	2	0	0	1	3	0	1	0	11
	Total	1	2	5	2	6	4	3	3	9	2	2	2	41
	Minutes closed to traffic	7	11½	35	15	36½	27	19	18½	55½	12½	12	12½	262
Maurice River Millville 26.1/49 [illegible]	Test Openings	3	2	2	2	3	2	1	3	2	2	2	3	27
	Boat Openings	0	0	0	0	2	1	2	0-	0	0	0	0	5
	Total	3	2	2	2	5	3	3	3	2	2	2	3	32
	Minutes closed to traffic	16	15	10	15	30	17	15	9	10	15	10	15	177
Menantico Creek Millville 30.3/49	Test Openings	4	4	4	4		Closed to river [illegible] traffic 5/28/44 (12 hr. notice bridge)							
	Boat Openings	0	0	0	0									
	Total	4	4	4	4									
	Minutes closed to traffic	61	65	72	63									

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
1944 BRIDGE OPENINGS

BRIDGE	OPERATIONS	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTAL
Tuckahoe River Tuckahoe 7.2/50	Test Openings	1	2	3	1	4	3	3	2	0	2	2	3	26
	Boat Openings	4	0	0	5	10	5	11	7	14	5	7	2	70
	Total	5	2	3	6	14	8	14	9	14	7	9	5	96
	Minutes closed to traffic	39	14	21	49	109	59	99	63	126	51	64	35	729
Somers Point 50.1/52	Test Openings	2	1	2	2	2	3	5	5	0	2	4	1	29
	Boat Openings	0	2	2	1	7	6	26	16	4	9	1	1	75
	Total	2	3	4	3	9	9	31	21	4	11	5	2	104
	Minutes closed to traffic	14	28	38	23	66	70	219	158	32	76	36	14	774
Class III Totals	Test Openings	92	67	66	62	100	66	64	68	66	46	61	69	827
	Boat Openings	175	168	201	255	613	692	1229	1166	998	632	363	240	6732
	Total	267	235	267	317	713	758	1293	1234	1064	678	424	309	7559
	Minutes closed to traffic	1871	1749½	1991	2217	4746½	5002	8667	8184½	6777½	4340½	2853	2203½	50603
Grand Totals	Test Openings	148	117	103	103	216	234	239	123	130	79	117	121	1730
	Boat Openings	1941	1736	1914	1767	2246	2426	3255	3556	2911	2448	2042	2059	28101
	Total	2089	1853	2017	1870	2462	2660	3494	3479	3041	2527	2159	2180	29831
	Minutes closed to traffic	11203	10342½	11399	10684	14334½	15687	20535	20284½	17210½	14160½	12434	12555½	170830

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION - BRIDGE BUREAU
COMPARISON OF BRIDGE OPENINGS 1941-1943-1944

CLASS I BRIDGES

						VARIATION 1943-1944	
MILE POST	BRIDGE AND LOCATION	OPERATION	1941	1943	1944	OVER	UNDER
135.1/4	Raritan River,	Test Openings	26	6	1		5
	(Victory Bridge)	Boat Openings	2299	2676	3087	411	
	Perth Amboy	Total:	2325	2682	3088	406	
		Minutes closed to traffic	12841	16042	18299	2257	
50.5/10	Hackensack River	Test Openings	118	94	58		36
	(Wittpenn Bridge)	Boat Openings	1131	897	1121	224	
	Jersey City	Total:	1249	991	1179	188	
		Minutes closed to traffic	7166	5514	6804	1290	
0.6/25	Cooper River, Camden	Test Openings	44	67	89	22	
		Boat Openings	914	437	304		133
		Total:	958	504	393		111
		Minutes closed to traffic	4038	2061	1653		408
56.7/25M	Passaic River,	Test Openings	139	23	33	10	
	Newark	Boat Openings	2938	1063	954		109
		Total	3077	1086	987		99
		Minutes closed to traffic	18499	7016	6151		865
57.8/25M	Hackensack River,	Test Openings	16	42	131	89	
	Kearny	Boat Openings	7230	8371	6775		1596
		Total:	7246	8413	6906		1507
		Minutes closed to traffic	32729	36522	32257		4265
Class I Totals		Test Openings	343	232	312	80	
		Boat Openings	14512	13444	12241		1203
		Total:	14855	13676	12553		1123
		Minutes closed to traffic	75273	67155	65164		1991
		CLASS II BRIDGES					
2.5/3	Hackensack River,	Test Openings	56	56	249	193	
	Secaucus	Boat Openings	309	237	227		10
		Total:	365	293	476	183	
		Minutes closed to traffic	2423	2202	3963	1761	
75.8/4N	Shark River	Test Openings	19	50	58	8	
	(Sterner Bridge)	Boat Openings	1870	810	516		294
	Belmar	Total:	1889	860	574		286
		Minutes closed to traffic	7883	4261	3001		1260

MILE POST	BRIDGE AND LOCATION	OPERATION	1941	1943	1944	VARIATION 1943-1944 OVER	UNDER
4.0/6E	Hackensack River, Little Ferry	Test Openings	32	46	41		5
		Boat Openings	190	188	163		25
		Total:	222	234	204		30
		Minutes closed to traffic	1262	1588	1476		112
250.0/25	Passaic River, (H & M RR) Newark	Test Openings	Opened	18	14		4
		Boat Openings	to high-	3520	5492	1972	
		Total:	way	3538	5506	1968	
		Minutes closed to traffic	traffic 5/26/43	19533	30721	11188	
11.4/35	Manasquan River, Brielle	Test Openings	105	120	77		43
		Boat Openings	4081	814	1281	467	
		Total:	4186	934	1358	424	
		Minutes closed to traffic	13610	3577	4929	1352	
18.1/35	Shark River, Belmar	Test Openings	28	68	50		18
		Boat Openings	1868	791	494		297
		Total:	1896	859	544		315
		Minutes closed to traffic	6944	3564	2707		857
12.6/36	Shrewsbury River, Highlands	Test Openings	89	108	85		23
		Boat Openings	262	44	35		9
		Total:	351	152	120		32
		Minutes closed to traffic	2674	1135	821		314
50.0/52	Beach Thorofare, Ocean City	Test Openings	26	18	17		1
		Boat Openings	2875	803	920	117	
		Total:	2901	821	937	116	
		Minutes closed to traffic	15798	6771	7445	674	
Class II Totals		Test Openings	355	484	591	107	
		Boat Openings	11455	7207	9128	1921	
		Total:	11810	7691	9719	2028	
		Minutes closed to traffic	50594	42631	55063	12432	

CLASS III BRIDGES

MILE POST	BRIDGE AND LOCATION	OPERATION	1941	1943	1944	VARIATION 1943-1944 OVER	UNDER
0.0/4	Cape May Canal, Cape May	Test Openings	Opened	7	7		
		Boat Openings	to High-	215	1890	1675	
		Total:	way	222	1897	1675	
		Minutes closed to traffic	traffic 10/3/43	2056	15711	13655	

MILE POST	BRIDGE AND LOCATION	OPERATION	1941	1943	1944	VARIATION 1943-1944	
						OVER	UNDER
51.3/4	Nacote Creek,	Test Openings	16	20	5		15
	Smithville	Boat Openings	7	4	39	35	
		Total:	23	24	44	20	
		Minutes closed to traffic	180	153	471	318	
53.0/4	Mullica River,	Test Openings	5	20	22	2	
	Smithville	Boat Openings	514	336	325		11
		Total:	519	356	347		9
		Minutes closed to traffic	3267	2227	2148		79
56.7/4	Bass River,	Test Openings	49	61	50		11
	New Gretna	Boat Openings	4	1	0		1
		Total:	53	62	50		12
		Minutes closed to traffic	236	368	266		102
0.0/13	Lovelandtown Canal,	Test Openings	108	201	45		156
	Bay Head	Boat Openings	2232	580	409		171
		Total:	2340	781	454		327
	Opened to highway traffic 7/14/44	Minutes closed to traffic	7551	9641	2763		6878
12.7/25	Rancocas Creek,	Test Openings	35	96	58		38
	Bridgeboro	Boat Openings	320	14	30	16	
		Total:	355	110	88		22
		Minutes closed to traffic	1965	561	492		69
3.2/34	Manasquan River,	Test Openings	50	85	89	4	
	Manasquan	Boat Openings	389	25	45	20	
		Total:	439	110	134	24	
		Minutes closed to traffic	1629	699	805	106	
8.6/35	Inland Waterway,	Test Openings	139	86	79		7
	Point Pleasant	Boat Openings	2333	676	734	58	
		Total:	2472	762	813	51	
		Minutes closed to traffic	9487	3869	4054	185	
41.2/35	Matawan Creek,	Test Openings	20	30	0		30
	Keyport	Boat Openings	0	0	0		0
		Total:	20	30	0		30
	Closed to river traffic 2/1/44	Minutes closed to traffic	120	168	0		168

MILE POST	BRIDGE AND LOCATION	OPERATION	1941	1943	1944	VARIATION 1943-1944	
						OVER	UNDER
43.9/35	Cheesequake Creek, Morgan	Test Openings	35	31	77	46	
		Boat Openings	819	529	52		477
		Total:	854	560	129		431
		Minutes closed to traffic	3616	2844	993		1851
112.4/37	Island Heights - Seaside Heights	Test Openings	7	48	34		14
		Boat Openings	3825	1027	1858	831	
		Total:	3832	1075	1892	817	
		Minutes closed to traffic	12659	6820	12330½	5510½	
115.4/92	Manahawkin, Long Beach	Test Openings	3	11	33	22	
		Boat Openings	1704	448	707	259	
		Total:	1707	459	740	281	
		Minutes closed to traffic	9305	2195	3900	1705	
5.4/44	Oldman's Creek, Nortonville	Test Openings	58	82	66		16
		Boat Openings	9	57	61	4	
		Total:	67	139	127		12
		Minutes closed to traffic	497	1116	1004		112
8.5/44	Raccoon Creek, Bridgeport	Test Openings	32	117	25		92
		Boat Openings	252	267	230		37
		Total:	284	384	255		129
		Minutes closed to traffic	1674	2226	1720		506
16.3/44	Mantua Creek, Paulsboro	Test Openings	74	87	58		29
		Boat Openings	249	64	86	22	
		Total:	323	151	144		7
		Minutes closed to traffic	3206	903	890½		12½
19.9/44	Woodbury Creek, Woodbury	Test Openings	104	49	39		10
		Boat Openings	261	9	103	94	
		Total:	365	58	142	84	
		Minutes closed to traffic	1510	275	718	443	
2.8/49	Alloways Creek, Quinton	Test Openings	9	12	12		
		Boat Openings	5	0	2	2	
		Total:	14	12	14	2	
		Minutes closed to traffic	143	123	134	11	

						VARIATION 1943-1944	
MILE POST	BRIDGE AND LOCATION	OPERATION	1941	1943	1944	OVER	UNDER
15.3/49	Cohansey River, Bridgeton	Test Openings	35	22	30	8	
		Boat Openings	20	20	11		9
		Total:	55	42	41		1
		Minutes closed to traffic	338½	278	262		16
26.1/49	Maurice River, Millville	Test Openings	23	39	27		12
		Boat Openings	101	1	5	4	
		Total:	124	40	32		8
		Minutes closed to traffic	1121	220	177		43
30.3/49	Menantico Creek, Millville	Test Openings	16	50	16		34
		Boat Openings	0	0	0		
		Total:	16	50	16		34
	Closed to river traffic 5/28/44	Minutes closed to traffic	185	744	261		483
7.2/50	Tuckahoe River, Tuckahoe	Test Openings	17	38	26		12
		Boat Openings	62	9	70	61	
		Total:	79	47	96	49	
		Minutes closed to traffic	574	337	729	392	
50.1/52	Ship Channel Thorofare, Somers Point	Test Openings	23	36	29		.7
		Boat Openings	261	63	75	12	
		Total:	284	99	104	5	
		Minutes closed to traffic	2018	827	774		53
Class III Totals		Test Openings	858	1228	827		401
		Boat Openings	13367	4345	6732	2387	
		Total:	14225	5573	7559	1986	
		Minutes closed to traffic	61281½	38650	50603	11953	
Grand Totals		Test Openings	1556	1944	1730		214
		Boat Openings	39334	24996	28101	3105	
		Total:	40890	26940	29831	2891	
		Minutes closed to traffic	187148½	148436	170830	22394	

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

HIGHWAY SAFETY LIGHTING BUREAU

YEAR	LOCATIONS	1000 C.P. UNITS	600 C.P. UNITS	400 C.P. UNITS	250 C.P. UNITS	TOTAL UNITS
Dec. 31, 1938	141 Municipalities	115	3,451	1,708	82	5,356
	16 Counties at 396 Intersections	-	154	343	129	626
	210 Locations (100% State Lighting)	-	980	1,399	1,317	3,696
	Total	115	4,585	3,450	1,528	9,678
Dec. 31, 1939	177 Municipalities	120	3,596	2,129	81	5,926
	20 Counties 940 Intersections	1	575	736	277	1,589
	266 Locations (100% State Lighting)	-	1,088	1,803	1,314	4,205
	Total	121	5,259	4,668	1,672	11,720
Dec. 31, 1940	194 Municipalities	122	3,757	2,441	81	6,401
	20 Counties at 959 Intersections	-	529	754	280	1,563
	256 Locations (100% State Lighting)	-	1,011	2,164	1,351	4,526
	Total	122	5,297	5,359	1,712	12,490
Dec. 31, 1941	194 Municipalities	122	3,751	2,429	81	6,383
	20 Counties at 958 Intersections	-	529	748	283	1,560
	266 Locations (100% State Lighting)	11	1,054	2,518	1,344	4,927
	Total	133	5,334	5,695	1,708	12,870

YEAR	LOCATIONS	1000 C.P. UNITS	600 C.P. UNITS	400 C.P. UNITS	250 C.P. UNITS	TOTAL UNITS
Dec. 31, 1942	194 Municipalities	122	3,751	2,429	81	6,383
	20 Counties at 958 Intersections	-	529	748	283	1,560
	262 Locations (100% State Lighting)	11	975	2,062	1,140	4,188
	Total	133	5,255	5,239	1,504	12,131
Dec. 31, 1943	191 Municipalities	20	983	3,661	208	4,872
	20 Counties at 952 Intersections	-	168	988	329	1,485
	270 Locations (100% State Lighting)	11	814	2,318	456	3,599
	Total	31	1,965	6,367	993	9,956
Dec. 31, 1944	194 Municipalities	20	1,068	3,715	202	5,005
	20 Counties at 951 Intersections	-	170	920	405	1,495
	* 272 Locations (100% State Lighting)	11	835	2,414	497	3,757
	Total	31	2,073	7,049	1,104	10,257

(*) 5 additional locations including 35-60 C.P. and 59-100 C.P. lamps have lighting units less than 250 C.P. not included in above.

100% STATE LIGHTING

	1942 PROGRAM						1943 PROGRAM						1944 PROGRAM							
	CANDLE POWER UNITS						CANDLE POWER UNITS						CANDLE POWER UNITS							
	60	100	250	400	600	1000	60	100	250	400	600	1000	60	100	250	400	600	1000	NEW LAMPS	RESTORED TO SERVICE
PS 154 Locations	5	40	397	1430	935	11	5	40	288	1388	809	11	5	40	331	1410	830	11	8-400	43-250 14-400 21-600
JCP&L 64 Locations	30	17	144	671	10		30	17	85	517			30	17	88	585				3-250 68-400
ACE 35 Locations			795	201	19				* 67	170					* 62	170				
NJP&L 21 Locations		2	12	220	49			2	16	221	5			2	16	227	5		2-400	4-400
RE 2 Locations				18						18						18				
VE 1 Location				4						4						4				
	35	59	1348	2544	1013	11	35	59	456	2318	814	11	35	59	497	2414	835	11	10-400	46-250 86-400 21-600
			(5010)						(3693)						(3851)					

272 Locations - 1944

(*) 5-250 CP units transferred from 100% State to Municipal reimbursement program ACE, Waterford Township.

HIGHWAY LIGHTING REIMBURSEMENT

COUNTY

Utility Co.	1942 PROGRAM CANDLE POWER UNITS			1943 PROGRAM CANDLE POWER UNITS			1944 PROGRAM CANDLE POWER UNITS			1944 PROGRAM LAMPS DISCONTINUED	1944 PROGRAM LAMPS DECREASED	1944 PROGRAM NEW LAMPS		
	250	400	600	250	400	600	250	400	600	250 C. P.	400 to 250	250	400	600
PS	27	229	359	35	388	157	38	390	159	-	-	3	2	2
JCP	24	161	91	25	231	2	27	231	2	-	-	2	-	-
ACE	149	231	56	176	237	9	247	167	9	2	71	2	1	-
NJP	67	103	12	77	103	-	77	103	-					
MISC.	16	24	11	16	29	-	16	29	-					
TOTAL	283	748	529	329	988	168	405	920	170	2	71	7	3	2
	Total Lamps 1560			Total Lamps 1485			Total Lamps 1495							

PS - Public Service Electric & Gas Co.
JCP - Jersey Central Power & Light Co.
ACE - Atlantic City Electric Co.
NJP - New Jersey Power & Light Co.
958 Locations - 1942
952 Locations - 1943
956 Locations - 1944

HIGHWAY LIGHTING REIMBURSEMENT

MUNICIPAL

Utility Co.	1942 PROGRAM				1943 PROGRAM				1944 PROGRAM											
	CANDLE POWER UNITS				CANDLE POWER UNITS				CANDLE POWER UNITS				LAMPS INCREASED			RETURNED TO SERVICE			NEW LAMPS	
	250	400	600	1000	250	400	600	1000	250	400	600	1000	250 to 400	250 to 600	400 to 600	250	400	600	250	400
PS	60	1140	2419	30	26	2127	952	17	26	2147	942	17					6			
JCP	20	360	847	4	43	769			41	785	76						36	50		
ACE		447	182	4	111	320	9	3	107	336	42	3	13	3	8	1	7	12	3	20
NJP		171	225	1		248	22			250	8									
Misc.	1	295	19	83	28	197			28	197										
TOTAL	81	2413	3692	122	208	3661	983	20	202	3715	1068	20	13	3	8	1	49	62	3	20
	Total Units - 6308				Total Units - 4872				Total Units - 5005											

PS - Public Service Electric & Gas Co.
JCP - Jersey Central Power & Light Co.
ACE - Atlantic City Electric Co.
NJP - New Jersey Power & Light Co.

HIGHWAY LIGHTING REIMBURSEMENT

1944 COUNTY AGREEMENTS

COUNTY	NO. OF INTERSEC.	UNITS (CANDLE POWER) 250	400	600	Total Units	COUNTY'S SHARE	STATE'S SHARE	TOTAL COST
Atlantic	61	86	4	-	90	$ 1,919.22	$ 1,919.22	$ 3,838.44
Bergen	45	-	57	14	71	1,957.58	1,957.58	3,915.16
Burlington	57	20	67	3	90	2,278.23	2,278.23	4,556.46
Camden	69	1	53	56	110	3,115.88	3,115.88	6,231.76
Cape May	41	36	14	-	50	1,061.40	1,061.40	2,122.80
Cumberland	51	55	17	4	76	1,628.67	1,628.67	3,257.34
Essex	31	2	13	28	43	1,213.25	1,311.25	2,524.50
Gloucester	77	45	81	3	129	3,060.70	3,060.70	6,121.40
Hudson	4	-	-	7	7	218.40	218.40	436.80
Hunterdon	31	20	26	-	46	679.32	679.32	1,358.64
Mercer	37	-	48	22	70	1,975.98	1,975.98	3,951.96
Middlesex	59	8	90	1	99	2,593.23	2,593.23	5,186.46
Monmouth	77	17	110	-	127	3,354.90	3,354.90	6,709.80
Ocean	77	9	99	-	108	2,872.00	2,872.00	5,744.00
Passaic	14	-	-	22	22	644.80	644.80	1,289.60
Salem	60	40	47	5	92	2,181.40	2,181.40	4,362.80
Somerset	34	15	32	4	51	1,103.20	1,103.20	2,206.40
Sussex	35	29	25	-	54	749.29	749.29	1,498.58
Union	51	-	97	1	98	2,619.13	2,619.13	5,238.26
Warren	40	22	40	-	62	950.80	950.80	1,901.60
Total	956	405	920	170	1495	$36,177.38	$36,275.38	$72,452.76

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

ATLANTIC COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER)				MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
		250	400	600	Total Units			
Absecon City	4 & 43	5	16		21	$ 175.95	$ 593.85	$ 769.80
Buena Vista Twp.	48		12		12	57.60	540.00	597.60
Egg Harbor Twp.	48		17		17	499.80	839.46	1,339.26
Egg Harbor City	43 & 50		26		26	265.20	1,029.60	1,294.80
Galloway Twp.	4 & 50	6	1		7	71.40	216.00	287.40
Hamilton Twp.	48 & 50		11		11	119.39	382.49	501.88
Hammonton	43	3	7		10	102.00	365.40	467.40
Pleasantville	4 & 48	15	13		28	285.60	955.80	1,241.40
Weymouth Twp.	50	3			3	30.60	88.20	118.80
TOTAL		32	103		135	$1,607.54	$5,010.80	$6,618.34

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

BERGEN COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Alpine Boro	1	3	7		10	$ 140.00	$ 456.00	$ 596.00
Carlstadt Boro	17		5	1	6	82.15	246.00	328.15
E. Paterson Boro	4 & 6		39		39	473.85	1,599.00	2,072.85
E. Rutherford Boro	17			1	1	21.40	41.00	62.40
Edgewater Boro	5		22	6	28	395.70	1,148.00	1,543.70
Fairlawn Boro	4		39		39	473.85	1,599.00	2,072.85
Fairview Boro	1 & S1			28	28	599.20	1,148.00	1,747.20
Fort Lee Boro	1,S1A & 5		47	9	56	763.65	2,296.00	3,059.65
Lodi Boro	6		4	4	8	134.20	328.00	462.20
Lyndhurst Twp.	17		36	4	40	523.00	1,640.00	2,163.00
N. Arlington Boro	17		22	10	32	481.30	1,312.00	1,793.30
Palisades Park Boro	S1 & 5		6		6	72.90	246.00	318.90
Ramsey Boro	17		2		2	28.00	100.00	128.00
Ridgefield Boro	1,S1,5 & S5		62		62	753.30	2,542.00	3,295.30
Ridgefield Park Vil.	6		11		11	133.65	451.00	584.65
Rutherford Boro	17		17	1	18	227.95	738.00	965.95
Waldwick Boro	17		5		5	60.75	205.00	265.75
Wood-Ridge Boro	17		2		2	24.30	82.00	106.30
TOTAL		3	326	64	393	$5,389.15	$16,177.00	$21,566.15

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

BURLINGTON COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Bordentown City	25 & 39		7		7	$ 85.05	$ 287.00	$ 372.05
Burlington City	25 & S25		30		30	364.50	1,230.00	1,594.50
Chester Twp.	38 & S41		7		7	85.05	287.00	372.05
Evesham Twp.	40 & S41		6		6	72.90	246.00	318.90
Hainesport Twp.	38		2		2	24.30	82.00	106.30
Mansfield Twp.	39		2		2	24.30	82.00	106.30
TOTAL			54		54	$656.10	$2,214.00	$2,870.10

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

CAMDEN COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	1000	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Audubon Boro	42 & 43			32		32	$ 684.80	$ 1,312.00	$ 1,996.80
Barrington Boro	43			4		4	85.60	164.00	249.60
Bellmawr Boro	42			10		10	214.00	410.00	624.00
Berlin Boro	43	5	28			33	336.60	1,255.80	1,592.40
Berlin Twp.	S41		2			2	20.40	79.20	99.60
Brooklawn Boro	45 & 45M		31			31	376.65	1,271.00	1,647.65
Camden City	25,42 & 45			42		42	898.80	1,722.00	2,620.80
Clementon Boro	43		10			10	102.00	396.00	498.00
Collingswood Boro	43 & 45			43		43	920.20	1,763.00	2,683.20
Delaware Twp.	38,40 & 41		13	1		14	179.35	574.00	753.35
Gloucester City	45 & 45M			60	17	77	1,947.00	3,157.00	5,104.00
Gloucester Twp.	42		29	24		53	858.15	2,167.40	3,025.55
Haddon Hgts. Boro	42 & 43			29		29	620.60	1,189.00	1,809.60
Haddon Twp.	42,43 & 45			37		37	791.80	1,517.00	2,308.80
Laurel Springs Boro	43		6			6	61.20	237.60	298.80
Magnolia Boro	43			4		4	85.60	164.00	249.60
Mt. Ephraim Boro	42			12		12	256.80	492.00	748.80
Oaklyn Boro	42 & 43			18		18	385.20	738.00	1,123.20
Pennsauken Twp.	25 & 45	25	3	25		53	571.45	2,173.00	2,744.45
Runnemede Boro	41 & 42		4	17		21	412.40	861.00	1,273.40
Somerdale Boro	43	2		11		13	255.80	509.80	765.60
Stratford Boro	43	3	5			8	81.60	286.20	367.80
Voorhees Twp.	S41	1				1	10.20	29.40	39.60
Waterford Twp.	43		20			20	17.00	66.00	83.00
Wood-Lynne Boro	45			3		3	64.20	123.00	187.20
TOTAL		36	151	372	17	576	$10,237.40	$22,657.40	$32,894.80

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

CAPE MAY COUNTY

		UNITS (CANDLE POWER)						
MUNICIPALITY	ROUTE	250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Middle Twp. Ltg. Dist. #1	4	7			7	$ 96.29	$210.29	$306.58
Middle Twp.	4		1		1	6.80	26.40	33.20
TOTAL		7	1		8	$103.09	$236.69	$339.78

CUMBERLAND COUNTY

		UNITS (CANDLE POWER)						
MUNICIPALITY	ROUTE	250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Bridgeton	49		15	8	23	$ 316.20	$ 910.80	$1,227.00
Landis Twp.	47		19		19	174.40	775.00	949.40
Millville	47 & 49	25	104		129	1,935.00	3,495.00	5,430.00
TOTAL		25	138	8	171	$2,425.60	$5,180.30	$7,606.40

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

ESSEX COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Belleville, Town	7 & 21		48	5	53	$ 690.20	$2,173.00	$2,863.20
Cedar Grove Twp.	23		33	21	59	911.10	2,419.00	3,330.10
Livingston Twp.	10		11		11	137.85	452.60	590.45
Maplewood Twp.	24			37	37	791.80	1,517.00	2,308.80
Millburn Twp.	24		20		20	264.00	828.00	1,092.00
Newark City	21		22	138	160	3,220.50	6,560.00	9,780.50
Nutley Town	7		14	13	27	448.30	1,107.00	1,555.30
Verona Boro	23		16	3	19	258.60	779.00	1,037.60
West Orange Town	10		17		17	206.55	697.00	903.55
TOTAL			186	217	403	$6,928.90	$16,532.60	$23,461.50

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

GLOUCESTER COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Clayton Boro	47		11		11	$ 112.20	$ 435.60	$ 547.80
Glassboro Boro	47	8	22		30	401.68	1,130.68	1,532.36
Greenwich Twp.	44	3		21	24	283.02	810.90	1,093.92
Harrison Twp.	45		2		2	20.40	79.20	99.60
Logan Twp.	44 & 51	4	2		6	119.96	196.80	316.76
Mantua Twp.	45		2		2	20.40	79.20	99.60
Monroe Twp.	42		4		4	40.80	158.40	199.20
Paulsboro Twp.	44	11	18		29	295.80	1,036.20	1,332.00
W. Deptford Twp.	44		6		6	72.90	246.00	318.90
Westville Boro	44,45 & 47		25	7	32	453.55	1,312.00	1,765.55
Woodbury City	45		7	36	43	855.45	1,763.00	2,618.45
TOTAL		26	99	64	189	$2,676.16	$7,247.98	$9,924.14

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

HUDSON COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Jersey City	1 & 25M			74	74	$1,583.60	$3,034.00	$4,617.60
Kearny Town	25M		6	24	30	586.50	1,230.00	1,816.50
North Bergen	1 & S1		46	1	47	580.30	1,927.00	2,507.30
TOTAL			52	99	151	$2,750.40	$6,191.00	$8,941.40

HUNTERDON COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Clinton Town	28		4		4	$ 40.00	$ 82.12	$122.12
Lambertville	29		6		6	60.00	134.75	194.75
Readington Twp.	28		6		6	60.00	338.57	398.57
TOTAL			16		16	$160.00	$555.44	$715.44

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

MERCER COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Ewing Twp.	30		18		18	$ 218.70	$ 738.00	$ 956.70
Hamilton Twp.	33, 37 & 39		39	67	106	1,406.39	4,223.00	5,629.39
Hightstown Boro	33		31		31	250.80	786.60	1,037.40
Lawrence Twp.	26 & 27		35		35	425.25	1,435.00	1,860.25
Pennington Boro	30		3		3	36.45	123.00	159.45
Princeton Boro	27 & 31		33		33	400.95	1,353.00	1,753.95
Washington Twp.	25		2		2	26.40	82.80	109.20
TOTAL			161	67	228	$2,764.94	$8,741.40	$11,506.34

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

MIDDLESEX COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Cranbury Twp.	25		1		1	$ 12.15	$ 41.00	$ 53.15
Dunellen Boro	28		17		17	206.55	697.00	903.55
E. Brunswick Twp.	S28		14		14	170.10	574.00	744.10
Highland Park Boro	27		23		23	279.45	943.00	1,222.45
Madison Twp.	4 & 35		6		6	79.20	248.40	327.60
Metuchen	27		23		23	279.45	943.00	1,222.45
Middlesex Boro	28		19	16	35	573.25	1,435.00	2,008.25
New Brunswick	S28		8	24	32	610.80	1,312.00	1,922.80
Raritan Twp.	25		24		24	291.60	984.00	1,275.60
Sayreville Boro	4	2	1		3	26.40	111.00	137.40
S. Brunswick Twp.	26		1		1	12.15	41.00	53.15
Woodbridge Twp.	4 & 25		47		47	571.05	1,927.00	2,498.05
TOTAL		2	184	40	226	$3,112.15	$9,256.40	$12,368.55

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

MONMOUTH COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Atlantic Hglds. Boro	36		7		7	$ 92.40	$ 289.80	$ 382.20
Avon-by-the-Sea	4N		22		22	290.40	910.80	1,201.20
Belmar Boro	4N & 35		26		26	507.00	1,076.40	1,583.40
Bradley Beach Boro	4N		26		26	343.20	1,076.40	1,419.60
Brielle Boro	4N	25			25	330.00	705.00	1,035.00
Deal Boro	4N		8		8	105.60	331.20	436.80
Eatontown Boro	4N & 35		44		44	476.29	1,493.91	1,970.20
Freehold Boro	4 & 33		18		18	237.60	745.20	982.80
Highlands Boro	36		11		11	145.20	455.40	600.60
Howell Twp.	4 & 33		12		12	158.40	496.80	655.20
Manasquan Boro	4N		15	8	23	217.51	650.94	868.45
Matawan Boro	4 & 34		14		14	184.80	579.60	764.40
Middletown Twp.	35 & 36		24		24	316.80	993.60	1,310.40
Neptune City	35		23	2	25	251.05	765.84	1,016.89
Neptune Twp.	4N,33 & 35		53		53	699.60	2,194.20	2,893.80
Ocean Twp.	4N & 35		10		10	132.00	414.00	546.00
Raritan Twp.	35 & 36		12		12	158.40	496.80	655.20
Red Bank Boro	35		25	14	39	403.46	1,147.72	1,551.18
Sea Girt Boro	4N		7	10	17	116.05	326.09	442.14
Shrewsbury Boro	35	9	9		18	237.60	626.40	864.00
Spring Lake Hgts.	4N		22		22	290.40	910.80	1,201.20
Wall Twp.	4N & 35		19		19	272.75	820.28	1,093.03
W.Long Branch Boro	4N		7		7	92.40	289.80	382.20
TOTAL		34	414	34	482	$6,058.91	$17,796.98	$23,855.89

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

MORRIS COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Chatham Boro	24		19		19	$ 250.80	$ 786.60	$1,037.40
Denville Twp.	5N,10 & 6		68	3	71	740.00	1,885.40	2,625.40
Dover Town	6		48	1	49	500.00	1,222.63	1,722.63
Madison Boro	24		53		53	643.95	2,173.00	2,816.95
Morris Twp.	24 & 32		22		22	290.40	910.80	1,201.20
Morris Plains Boro	32		14		14	184.80	579.60	764.40
Morristown Town	24 & 32		92		92	1,214.40	3,808.80	5,023.20
Mt. Olive Twp.	6		9		9	90.00	184.10	274.10
Mt. Lakes Boro	6		13		13	171.60	538.20	709.30
Netcong Boro	6		6		6	60.00	124.45	184.45
Rockaway Boro	6		16		16	160.00	566.85	726.85
Rockaway Twp.	6		5		5	50.00	150.03	200.03
TOTAL			365	4	369	$4,355.95	$12,930.46	$17,286.41

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

OCEAN COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Beachwood Boro	4		15		15	$ 198.00	$ 621.00	$ 819.00
Dover Twp.	4		22		22	169.10	515.02	684.12
Eagleswood Boro	4		1		1	10.20	39.60	49.80
Island Hgts. Boro	37		1		1	13.20	41.40	54.60
Lakehurst Boro	40	5			5	66.00	141.00	207.00
Lakewood Twp.	4,35 & 40		67		67	708.48	2,222.30	2,930.78
Pt. Pleasant Boro	35		11		11	145.20	455.40	600.60
Pt. Pleasant Beach	35 & 37			26	26	343.20	1,076.40	1,419.60
Stafford Twp.	4	3			3	30.60	88.20	118.80
Tuckerton Boro	4	4			4	40.80	117.60	158.40
Union Twp.	4		3		3	39.60	124.20	163.80
TOTAL		12	120	26	158	$1,764.38	$5,442.12	$7,206.50

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

PASSAIC COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER)					MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
		250	400	600	1000	Total Units			
Little Falls Twp.	23			12		12	$ 256.80	$ 492.00	$ 748.80
Paterson	3			73		73	1,562.20	2,993.00	4,555.20
Wayne Twp.	23		10			10	121.50	410.00	531.50
TOTAL			10	85		95	$1,940.50	$3,895.00	$5,835.50

SALEM COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER)					MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
		250	400	600	1000	Total Units			
Elmer Boro	48		2	5		7	$ 68.85	$ 194.85	$ 263.70
L.Penns Neck Twp.	44		39			39	390.15	1,514.70	1,904.85
Mannington Twp.	45	2				2	5.10	14.70	19.80
Penns Grove Boro	44 & 48		1	10		11	151.30	521.40	672.70
Pilesgrove Twp.	45	1				1	2.55	7.35	9.90
Quinton Twp.	49	4				4	40.80	124.40	165.20
Salem City	45	3	15		3	21	262.00	616.20	878.20
U.Penns Neck Twp.	44 & 48	5	18			23	242.25	897.15	1,139.40
Woodstown Boro	45 & 48	5	18	1		24	214.20	741.00	955.20
TOTAL		20	93	16	3	132	$1,377.20	$4,631.75	$6,008.95

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

SOMERSET COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Bedminster Twp.	31 & 32		10		10	$ 100.00	$ 320.83	$ 420.83
Bernardsville	32		14	1	15	160.00	452.30	612.30
Bound Brook Boro	28 & 29		2	22	24	495.10	984.00	1,479.10
Bridgewater Twp.	28 & 29	1	15		16	182.25	656.00	838.25
Green Brook Twp.	29		9		9	109.35	369.00	478.35
N.Plainfield Boro	29		14		14	170.10	574.00	744.10
Peapack-Gladstone	31		1		1	10.00	22.03	32.03
Raritan Town	29 & 31		14		14	170.10	574.00	744.10
Somerville	28 & 29		37	9	46	642.15	1,886.00	2,528.15
Watchung	29		3		3	36.45	123.00	159.45
TOTAL		1	119	32	152	$2,075.50	$5,961.16	$8,036.66

SUSSEX COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Hamburg	23 & 31		10		10	$100.00	$275.00	$375.00
Sussex Boro	8N & 23		2		2	20.00	45.00	65.00
TOTAL			12		12	$120.00	$320.00	$440.00

MUNICIPAL REIMBURSEMENT - 1944 AGREEMENTS

UNION COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Cranford Twp.	28		31		31	$ 376.65	$ 1,271.00	$ 1,647.65
Elizabeth	S24,26,27 & 28		254		254	3,086.10	10,414.00	13,500.10
Garwood Boro	28		20		20	243.00	820.00	1,063.00
Hillside Twp.	S24 & 29		58		58	704.70	2,378.00	3,082.70
Linden City	25 & 27		190		190	2,308.50	7,790.00	10,098.50
Mountainside	29		6	2	8	115.70	328.00	443.70
Rahway	25 & 27		110		110	1,336.50	4,510.00	5,846.50
Roselle Boro	27		27		27	328.05	1,107.00	1,435.05
Roselle Park	28		54		54	656.10	2,214.00	2,870.10
Scotch Plains	29		9		9	109.35	369.00	478.35
Springfield Twp.	24,S24 & 29		36		36	475.20	1,490.40	1,965.60
Summit City	24		13		13	171.60	538.20	709.80
Union Twp.	24,S24 & 29		162		162	1,913.63	6,457.50	8,371.13
Westfield Town	28		50		50	607.50	2,050.00	2,657.50
TOTAL			1020	2	1022	$12,432.58	$41,737.10	$54,169.68

WARREN COUNTY

MUNICIPALITY	ROUTE	UNITS (CANDLE POWER) 250	400	600	Total Units	MUNICIPAL SHARE	STATE REIMB.	TOTAL COST
Hackettstown	6		28		28	$2,003.83	$ 726.00	$2,729.83
Washington Boro	24 & 30		17	3	20	177.50	358.63	536.13
TOTAL			45	3	48	$2,181.33	$1,084.63	$3,265.96

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

HIGHWAY TRAFFIC SIGNAL MAINTENANCE - 1944

HIGHWAY TRAFFIC SIGNALS IN OPERATION DECEMBER 31, 1944

Fully-Actuated Normal Green	4
Semi-Actuated Normal Green	97
Semi-Actuated Normal Out	1
Flashers	17
Pretimed	7
Manual	7
TOTAL HIGHWAY TRAFFIC SIGNALS	133
TOTAL BRIDGE TRAFFIC SIGNALS	29
TOTAL	162

MAINTENANCE OF HIGHWAY TRAFFIC SIGNALS

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	1944 TOTAL
ROUTINE INSPECTIONS	201	202	262	209	191	234	186	191	190	182	167	179	2394
EMERGENCY CALLS	12	8	10	8	25	19	25	20	24	16	15	23	205
TOTAL SERVICES	213	210	272	217	216	253	211	211	214	198	182	202	2599

	1944				1943			
	NO. SIGNALS	ROUTINE INSPECTIONS	EMERGENCY CALLS	TOTAL SERVICES	NO. SIGNALS	ROUTINE INSPECTIONS	EMERGENCY CALLS	TOTAL SERVICES
	133	2394	205	2599	132	2174	199	2373
Service per Signal		18.0	1.54	19.54		16.5	1.5	18.0

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

HIGHWAY TRAFFIC SIGNALS - STATE MAINTAINED
IN OPERATION 12/31/44

JOB NO.	ROUTE NO.	LOCATION	TYPE OF SIGNAL
108	1	Secaucus Road, North Bergen	Normal Green
110	1	Duncan Avenue, Jersey City	Normal Green
120	1	Palisades Avenue, Englewood Cliffs	Normal Green Flasher
197	1	Manhattan Avenue, Jersey City	Normal Green
198	1	County Road, Jersey City	Normal Green
304	3	Paterson Plank Road, Secaucus Plaza	Normal Green
308	3	Paterson Plank Road, Secaucus (East)	Pretimed
309	3	County Road, Secaucus	Pretimed
311	3	Lincoln Tunnel Approach (North Bergen)	Normal Green
322	3	Roosevelt Avenue, Secaucus	Pretimed Flasher
400	4 & S49	Rio Grande, Middle Township	Normal Green
403	4 & 25	Woodbridge Cloverleaf	Flasher
437	4	North Wildwood Road, Burleigh	Normal Green
454	4 & 43	Absecon	Normal Green
455	4 & 48	Pleasantville	Normal Green
462	4 & S40	Manahawkin	Normal Green
464	4	Main Street, River Edge	Normal Green
465	4	Paramus Road, Paramus	Normal Green
466	4	Spring Valley Road, Paramus	Normal Green
496	4 & 37	Toms River	Normal Green
603	6 & 30	Buttsville	Normal Green
604	6	Roff Avenue, Palisades Park	Normal Green
606	6	Two Bridges Road, Caldwell Twp.	Normal Green
619	6 & 32	Parsippany	Normal Green
686	6	Five Corners, Totowa	Normal Green
687	6	Liberty Street, Little Ferry	Normal Green
711	7	Elm Street, North Arlington	Normal Out Flasher
713	7	Passaic Avenue, Nutley	Pretimed Flasher
714	7	Park Avenue, Nutley	Normal Green Flasher
715	7	Schuyler Avenue, North Arlington-Kearny	Normal Green
1006	10	Littleton Road, Parsippany-Troy Hills	Normal Green
1009	10	Livingston Avenue, Livingston	Normal Green
1201	12 & 30	Church Street, Flemington	Normal Green
1712	17	Allendale Avenue, Saddle River	Normal Green
1713	17	Ridgewood Avenue, Paramus	Normal Green
1714	17	Sherwood Avenue, Waldwick	Normal Green
1715	17	Union Avenue, East Rutherford	Normal Green
1717	17	Ridge Road, Rutherford-Lyndhurst	Normal Green
1718	17	Williams Avenue, Hasbrouck Heights	Normal Green
1720	17	Orient Way, Rutherford-Lyndhurst	Normal Green
2301	23	Greenwood Avenue, Mountainview	Flasher
2306	23	Lindsley Road, Cedar Grove	Normal Green
2307	23	Bradford Avenue, Cedar Grove	Normal Green
2401	24	Millburn Avenue, Millburn	Normal Green Flasher
2407	24	Summit Avenue, Summit	Normal Green
2511	25	Stiles Street, Linden	Normal Green

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

HIGHWAY TRAFFIC SIGNALS - STATE MAINTAINED
IN OPERATION 12/31/44

JOB NO.	ROUTE	LOCATION	TYPE OF SIGNAL
2513	25	Avenel Avenue, Avenel	Normal Green
2514	25	Stockton Street, Hightstown	Normal Green
2527	25	East Grand Avenue, Rahway	Normal Green Flasher
2528	25	East Milton Avenue, Rahway	Normal Green Flasher
2530	25	Elizabeth Avenue Viaduct	Flasher
2541	25	Lawrence Avenue, Rahway	Normal Green Flasher
2555	25	South Street Ramp, Newark	Flasher
2564	25	Tuxedo Place, Linden	Normal Green
2565	25	Park Avenue, Linden	Normal Green
2566	25	Bachellor Avenue, Linden	Normal Green
2568	25	Clinton Street, Linden	Normal Green
2569	25	Wood Avenue, Linden	Normal Green
2571	25	Myrtle Avenue, Elizabeth	Normal Green
2575	25	Hampton Street, Linden	Normal Green
2595	25	Yardville-Allentown Road, Hamilton Twp.	Normal Green
2606	26	Jersey Avenue, New Brunswick	Flasher
2608	26	Slack Avenue, Lawrence Township	Normal Green
2702	27	Harneys Corner, Lawrence Township	Normal Green
2703	27	Inman Avenue, Rahway	Normal Green Flasher
2704	27	West Scott Avenue, Rahway	Normal Green Flasher
2705	27	West Milton Avenue, Rahway	Normal Green Flasher
2709	27	Plainfield Avenue, Stelton	Manual Flasher
2801	28	Shimers Corner, Phillipsburg	Flasher
2802	28	Leigh Street, Clinton	Normal Green
2813	28	Locust Street, Roselle Park	Normal Green Flasher
2831	28	Terrill Road, Plainfield-Fanwood	Normal Green
2916	29	New Providence Road, Mountainside	Normal Green
2934	29	Chimney Rock Road, Bridgewater Township	Normal Green
2935	29	Mountain Avenue, Bridgewater Township	Normal Green
3003	30	Parkside Avenue, Ewing Township	Normal Green
3009	28 & 30	Clinton Point	Pretimed
3013	30	Parkway Avenue, Trenton	Normal Green
3014	30	Olden Avenue, Ewing Township	Normal Green
3022	30	East Main Street, Flemington	Flasher
3102	31	Somerset Street, Town of Raritan	Normal Green
3105	31	Entrance to Belle Meade ASF Depot	Flasher
3110	29 & 31	Mountain Avenue, Somerville	Pretimed
3213	32	Blaziers Corner, Bernardsville	Normal Green Flasher
3302	33	Colts Neck-Farmingdale Road, Howell Twp.	Flasher
3307	33	Main Street, Freehold	Normal Green
3311	4 & 33	Freehold	Normal Green
3314	35 & 33	Neptune City	Normal Green
3402	34	Monmouth County #1, Colts Neck	Normal Green
3405	4 & 34	Matawan	Normal Green Flasher
3407	34	Hurleystown School House Road	Flasher
3507	35	Allaire Road & Warren Ave, Spring Lake Hgts.	Normal Green Flasher
3516	35	Deal Road	Flasher

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

HIGHWAY TRAFFIC SIGNALS - STATE MAINTAINED
IN OPERATION 12/31/44

JOB NO.	ROUTE	LOCATION	TYPE OF SIGNAL
3524	35	Broadway, Keyport	Normal Green Flasher
3526	35	Sea Girt Avenue, Wall Township	Flasher
3534	35	Entrance to Fort Monmouth	Manual Flasher
3537	35	Cliffwood Avenue, Matawan Township	Manual Flasher
3539	35	Soldiers Encampment, South Eatontown	Manual Flasher
3548	35 & 4N	Warren Avenue, Spring Lake	Normal Green
*3598	35	Edison Bridge	Manual
3601	36	Palmer Avenue, Keansburg	Normal Green
3604	36	Broad Street, Keyport	Normal Green
3702	37	Bridge Street, Bay Head	Normal Green
3805	38	Chapel Avenue, Delaware Twp.	Normal Green
3912	39 & 43	Hammonton	Normal Green
4101	41 & 42	Runnemede	Normal Green
4203	42	Sandy Lane, Bellmawr	Normal Green
4205	42	Nicholson Road, Haddon Township	Normal Green
4208	42	Clementon-Blackwood Road	Normal Green
4312	43	Kings Highway, Audubon	Normal Green
4313	43	Warwick Road, Magnolia	Normal Green
4314	43	Evesham Road, Magnolia	Normal Green
4405	44	Delaware Ordnance Depot, Pedricktown	Manual Flasher
4406	44 & 48	Virginia Avenue, Penns Grove	Normal Green
4451	44 & S44	Bridgeport	Normal Green
4509	45	Haddon Avenue, Collingswood	Normal Green
4510	45	Nicholson Road, Gloucester City	Normal Green
4515	45	Market Street, Gloucester City	Normal Green
4516	45	Highland Blvd., Gloucester	Normal Green
4707	47 & 48	Old Delsea Drive, Malaga	Normal Green
*4803	48 & 50	Cape May Avenue, Mays Landing	Normal Green
4804	48 & 50	Harding Highway, Mays Landing	Normal Green
4805	48	Old Delsea Drive, Malaga	Flasher
5105	S1	Edgewater Avenue, Ridgefield	Normal Green Flasher
6004	S28	Milltown-South River Road	Flasher
6601	33 & 4N	Main Street, Neptune	Pretimed
6602	35 & 4N	Eatontown	Normal Green
6623	4N	Sixteenth Avenue, Belmar	Flasher
6707	5N & 6	Denville	Normal Green Flasher
7501	25	Federal Street, Pennsauken Township	Normal Green
7502	25M	Hackensack Avenue, Kearny	Normal Green
7503	25	Depressed Roadway, Jersey City	Manual
7517	25	Hazelwood Avenue Ramp, Rahway	Flasher
7520	25	Wilson Avenue Ramp, Newark Viaduct	Flasher
9989		Fernwood Gate, Fernwood	Manual

* Note: Job #3598 Turned off for duration of war 4/30/43

** Note: Job #4803 Turned off for duration of war 3/5/43

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

NEW SIGNALS INSTALLED DURING 1944

JOB NO.	ROUTE	LOCATION	TYPE	DATE IN SERVICE
2530	25	Elizabeth Avenue Viaduct	Flasher	11/15/44
3105	31	Entrance to Bellemeade ASF	Flasher	7/7/44
1301	13	Lovelandtown Bridge	Bridge Signal	8/24/44

SIGNALS REMOVED FROM SERVICE DURING 1944

JOB NO.	ROUTE	LOCATION	TYPE	DATE REMOVED
7519	25	Barracks Area, UND8, Newark Airport	Manual	3/24/44

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

TRAFFIC SIGNALS CONVERTED NORMAL OUT TO NORMAL GREEN DURING 1944

JOB NO.	ROUTE	LOCATION	DATE CHANGED
120	1	Palisades Avenue, Englewood Cliffs	Dec. 12, 1944
400	4 & S49	Rio Rande, Middle Township	Oct. 30, 1944
437	4	North Wildwood Road, Burleigh	Oct. 30, 1944
496	4 & 37	Toms River	Nov. 1, 1944
603	6 & 30	Buttsville	Nov. 22, 1944
619	6 & 32	Parsippany	Jan. 25, 1944
686	6	Five Corners, Totowa	Nov. 29, 1944
687	6	Liberty Street, Little Ferry	Dec. 13, 1944
1006	10	Littleton Road, Parsippany-Troy Hills	Nov. 29, 1944
1201	12 & 30	Church Street, Flemington	Nov. 22, 1944
1712	17	Allendale Avenue, Saddle River	Dec. 5, 1944
1713	17	Ridgewood Avenue, Paramus	Dec. 5, 1944
1714	17	Sheridan Avenue, Waldwick	Dec. 5, 1944
1715	17	Union Avenue, East Rutherford	Dec. 13, 1944
2306	23	Lindsley Road, Cedar Grove	Feb. 2, 1944
2307	23	Bradford Avenue, Cedar Grove	Feb. 2, 1944
2831	28	Terrill Road, Plainfield-Fanwood	Nov. 29, 1944
3013	30	Parkway Avenue, Trenton	Nov. 8, 1944
3014	30	Olden Avenue, Ewing Township	Nov. 10, 1944
3307	33	Main Street, Freehold	Oct. 31, 1944
3311	33 & 4	Freehold	Oct. 31, 1944
3402	34	Monmouth County #1, Colt's Neck	Oct. 31, 1944
3405	34 & 4	Matawan	May 8, 1944
3507	35	Allaire Rd. & Warren Ave., Spring Lake Hgts.	Nov. 15, 1944
3548	35 & 4N	Warren Avenue, Spring Lake	Nov. 1, 1944
3601	36	Palmer Avenue, Keansburg	Nov. 17, 1944
3702	37	Bridge Street, Bay Head	Nov. 14, 1944
3805	38	Chapel Avenue, Delaware Township	Nov. 8, 1944
3912	39 & 43	Hammonton	Nov. 10, 1944
4101	41 & 42	Runnemede	Aug. 16, 1944
4203	42	Sandy Lane, Bellmawr	Nov. 8, 1944
4313	43	Warwick Road, Magnolia	Nov. 8, 1944
4314	43	Evesham Road, Magnolia	Nov. 8, 1944
4451	44& S44	Bridgeport	Nov. 9, 1944
4707	47 & 48	Old Chelsea Drive, Malaga	Nov. 9, 1944
4804	48 & 50	Harding Highway, Mays Landing	Oct. 30, 1944

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

ELECTRIC CAUTIONARY AND DIRECTIONARY SIGNS
IN SERVICE DECEMBER 31, 1944

			KIND			TYPE		
JOB NO.	ROUTE	LOCATION	CAUTIONARY	DIRECTIONARY	TOTAL	INCANDESCENT	FLUORESCENT	NEON
111	1 & 3	North Bergen Circle	3	10	13	13	-	-
116	1-10-25	Tonnele Ave. Circle, Jersey City	-	20	20	17	3	-
117	1 & 10	Wallis Avenue Circle, Jersey City	4	14	18	18	-	-
119	1	Broad Ave. Circle, Ridgefield	3	7	10	-	10	-
146	1-4-6	Geo. Washington Bridge Plaza	1	26	27	27	-	-
303	3-4-6	Paterson	-	3	3	-	3	-
312	3	Lincoln Tunnel Approach	*10	12	22	14	8	-
403	4 & 25	Woodbridge Cloverleaf	-	20	20	20	-	-
408	4 & 35	South Amboy Circle	1	5	6	6	-	-
414	4 & 33	Freehold Circle	5	15	20	20	-	-
440	4 & S4	Perth Amboy Circle	4	8	12	-	12	-
448	4	Cheesequake Control	-	4	4	-	4	-
605	6 & 23	Singac Circle	4	15	19	19	-	-
607	6 & 31	Netcong Grade Separation	3	16	19	19	-	-
609	6 & 10	Ledgewood Circle	4	9	13	13	-	-
618	6	Depressed Roadway, Palisades Park	-	2	2	2	-	-
629	6	Bloomfield Avenue, Montville Twp.	-	4	4	-	4	-
1007	10	Lake Hopatcong Rd. Grade Sep.	2	5	7	7	-	-
1202	12-29-30	Flemington Circle	4	12	16	-	16	-
1704	17 & 4	Paramus Cloverleaf	-	12	12	12	-	-
1718	17 & 6	Grade Sep., Hasbrouck Heights	-	10	10	-	10	-
2310	23	Smith Mills Control	-	2	2	-	2	-
2403	24 & 28	Still Valley Circle	3	5	8	-	8	-
2404	24 & 28	Grade Sep., Lopatcong	2	2	4	-	4	-
2405	24 & 28	Straw Church Circle	3	6	9	-	9	-
2503	25-38-40-45	Camden Airport	5	10	15	-	15	-
2519	25	Pulaski Skyway Down Ramp	-	3	3	3	-	-
2520	25 & S26	North Brunswick Circle	4	13	17	-	17	-
2524	25	Woodbridge Ave., Raritan Twp.	-	1	1	1	-	-
2532	21-25-29	Newark Junction	3	11	14	14	-	-
2554	25 & S25	Burlington	-	1	1	1	-	-
2557	25	Bay Way Circle	5	8	13	-	13	-
2558	25 & 33	Hightstown By-Pass	-	2	2	2	-	-
2577	25	Green Street Circle and	2	10	12	12	-	-
2577	25 & 35	Woodbridge Grade Separation	-	6	6	4	2	-
2602	26	Penns Neck Circle & Approach	7	4	11	8	1	2
2606	26	Jersey Avenue, New Brunswick	1	-	-	1	-	-
2609	26 & 27	Trenton Circle	3	9	12	-	-	12
2906	28-29-31	Somerville Circle	5	13	18	18	-	-
2909	29	Mountain Avenue Circle	1	6	7	7	-	-

NEW JERSEY STATE HIGHWAY DEPARTMENT
ELECTRICAL DIVISION

ELECTRIC CAUTIONARY AND DIRECTIONARY SIGNS
IN SERVICE DECEMBER 31, 1944

			KIND			TYPE		
JOB NO.	ROUTE	LOCATION	CAUTIONARY	DIRECTIONARY	TOTAL	INCANDESCENT	FLUORESCENT	NEON
2926	29	Westfield Avenue, Mountainside	-	4	4	-	4	-
2930	29 & S24	Morris Avenue, Union	-	7	7	7	-	-
3310	33 & 34	Collingswood Park	2	6	8	8	-	-
3312	33 & 34	Hurley's Corner	4	11	15	15	-	-
3504	34 & 35	Brielle Circle	4	14	18	-	18	-
3506	35	Asbury Avenue Circle	4	14	18	-	18	-
3509	35 & 36	Keyport Control	3	2	5	-	5	-
3512	35	Morgan Grade Separation	-	2	2	2	-	-
3529	35	Maple Ave. & Broad St., Red Bank	-	2	2	-	2	-
3533	35 & 4	So. Amboy Appr. to Edison Bridge	-	5	5	5	-	-
3536	35	Catherine St., South Amboy	1	-	1	-	-	1
3571	35 & 4	Main St. Control, So. Amboy	-	4	4	4	-	-
3801	38-41-S41	Kings Highway Circle	6	12	18	-	18	-
3802	38 & 40	Browning Road Circle	6	15	21	-	21	-
4002	40 & S41	Marlton Circle, Evesham Twp.	4	10	14	-	14	-
4005	39 & 40	Red Lion Circle	4	12	16	-	16	-
4006	34-35-40	Laurelton Circle	5	14	19	19	-	-
4207	42 & 48	McKee City Circle	2	6	8	-	-	8
4310	43 & 50	Egg Harbor City	-	1	1	-	1	-
4341	43 & 45	Collingswood Circle	4	10	14	-	14	-
6003	25 & S28	New Brunswick Circle	4	8	12	12	-	-
6201	40 & S40	Four Mile, Ongs Hat Circle	5	14	19	-	19	-
6305	S41 & 43	Berlin Grade Separation	-	2	2	-	2	-
7505	25	Pulaski Skyway, Lockwood St.Ramp	-	1	1	1	-	-
7506	25	Pulaski Skyway, Kearny & Brdwy Ramp	-	2	2	2	-	-
7508	25	Pulaski Skyway	5	-	5	-	5	-
7515	25 & 39	Ward Avenue, Bordentown	-	2	2	-	2	-
7516	25 & 39	So. of Butts Ave., Bordentown	-	3	3	-	3	-
		67 Jobs	155	524	679	352	304	23

* Red Island Markers

NEW JERSEY STATE HIGHWAY DEPARTMENT

ELECTRICAL DIVISION

ELECTRIC CAUTIONARY AND DIRECTIONARY SIGNS

CONSTRUCTION WORK SUSPENDED FOR DURATION OF WAR

			KIND			TYPE		
JOB NO.	ROUTE	LOCATION	CAUTIONARY	DIRECTIONARY	TOTAL	INCANDESCENT	FLUORESCENT	NEON
2327	23	Black Oak Ridge Road	5	9	14	-	14	-
4801	48	Tilton Rd., Margate Road Creek	1	6	7	-	-	7
4802	48	Harding Highway-Tilton Road Circle	2	8	10	-	-	10
6625	4N-35	Eatontown Circle	5	9	14	-	14	-
		4 Locations Total	13	32	45	-	28	17

ANNUAL REPORT

OF THE

EQUIPMENT DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1944

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON
ZONE 1

IN REPLY PLEASE REFER TO

Fernwood Service Station
Trenton, N. J.

April 15, 1945.

Mr. Eugene V. Connett, Administrative Assistant
New Jersey State Highway Department
State House Annex
Trenton, New Jersey.

Dear Sir:

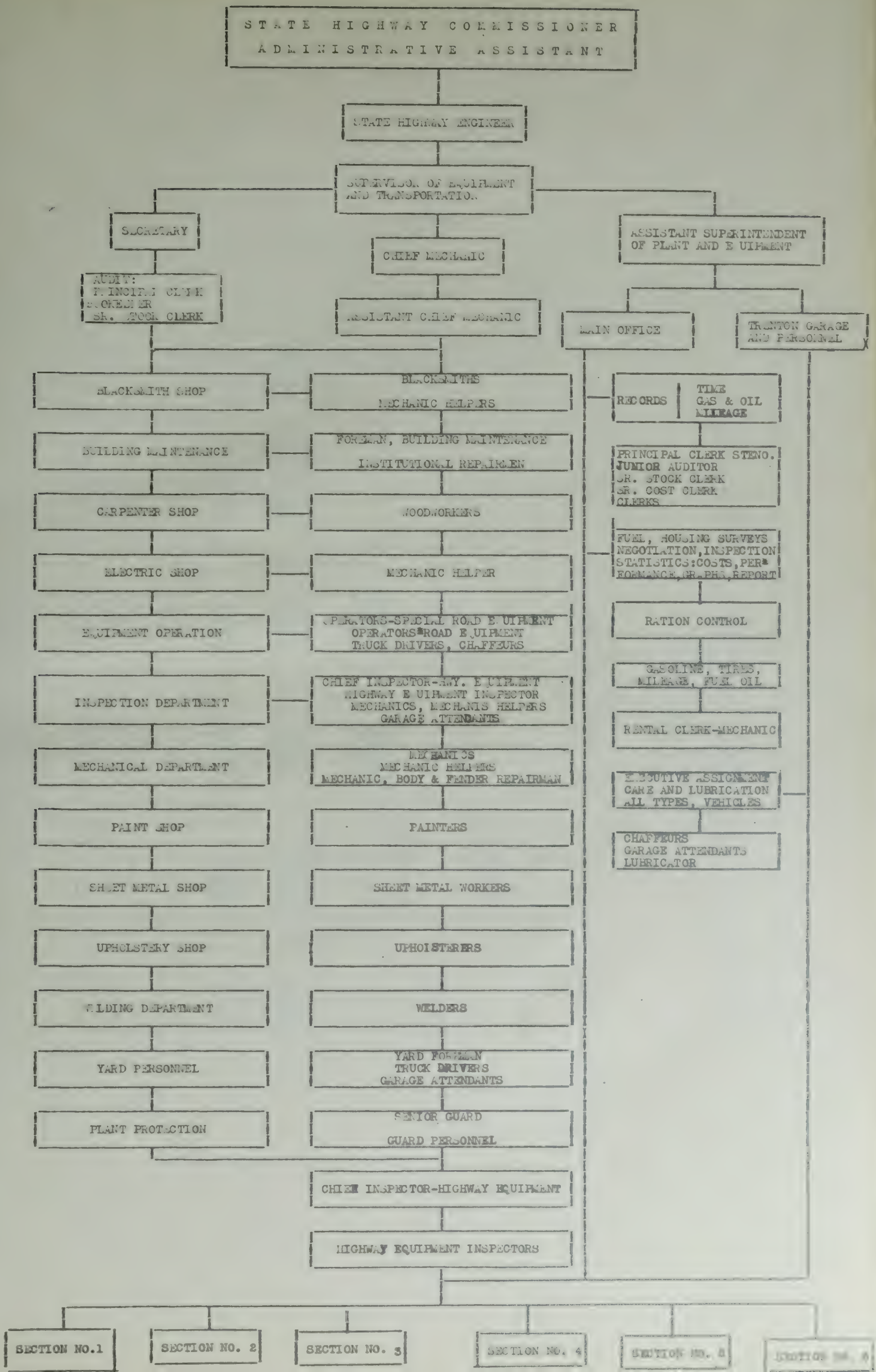
I submit herewith, the yearly report of the Division of Plant & Equipment, New Jersey State Highway Department, for the year, 1944.

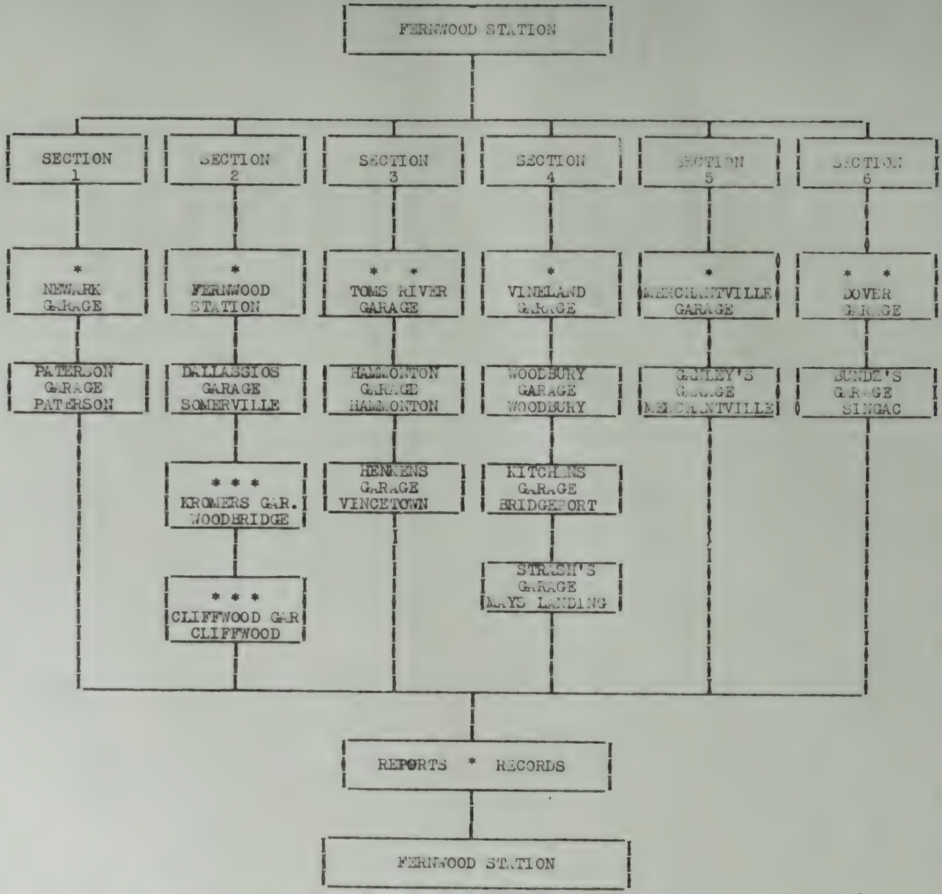
I wish to acknowledge with deep appreciation the splendid cooperation received and, to thank all those responsible for their generous and valuable contribution toward the success of this program.

Respectfully submitted

Frank C. Young

Frank C. Young
Superintendent of Plant & Equipment


STATE HIGHWAY COMMISSIONER
ADMINISTRATIVE ASSISTANT
STATE HIGHWAY ENGINEER
SUPERVISOR OF EQUIPMENT AND TRANSPORTATION
SECRETARY
AUDIT: PRINCIPAL CLERK BOOKKEEPER SR. STOCK CLERK
CHIEF MECHANIC
ASSISTANT CHIEF MECHANIC
ASSISTANT SUPERINTENDENT OF PLANT AND EQUIPMENT
MAIN OFFICE
TRENTON GARAGE AND PERSONNEL
BLACKSMITH SHOP
BLACKSMITHS MECHANIC HELPERS
BUILDING MAINTENANCE
FOREMAN, BUILDING MAINTENANCE INSTITUTIONAL REPAIRMEN
CARPENTER SHOP
WOODWORKERS
ELECTRIC SHOP
MECHANIC HELPER
EQUIPMENT OPERATION
OPERATORS-SPECIAL ROAD EQUIPMENT OPERATORS*ROAD EQUIPMENT TRUCK DRIVERS, CHAFFEURS
INSPECTION DEPARTMENT
CHIEF INSPECTOR-HWY. EQUIPMENT HIGHWAY EQUIPMENT INSPECTOR MECHANICS, MECHANIS HELPERS GARAGE ATTENDANTS
MECHANICAL DEPARTMENT
MECHANICS MECHANIC HELPERS MECHANIC, BODY & FENDER REPAIRMAN
PAINT SHOP
PAINTERS
SHEET METAL SHOP
SHEET METAL WORKERS
UPHOLSTERY SHOP
UPHOLSTERERS
WELDING DEPARTMENT
WELDERS
YARD PERSONNEL
YARD FOREMAN TRUCK DRIVERS GARAGE ATTENDANTS
PLANT PROTECTION
SENIOR GUARD GUARD PERSONNEL
CHIEF INSPECTOR-HIGHWAY EQUIPMENT
HIGHWAY EQUIPMENT INSPECTORS
RECORDS
TIME GAS & OIL MILEAGE
PRINCIPAL CLERK STENO. JUNIOR AUDITOR SR. STOCK CLERK SR. COST CLERK CLERKS
FUEL, HOUSING SURVEYS NEGOTIATION, INSPECTION STATISTICS: COSTS, PER* FORMANCE, GRAPHS, REPORT
RATION CONTROL
GASOLINE, TIRES, MILEAGE, FUEL OIL
RENTAL CLERK-MECHANIC
EXECUTIVE ASSIGNMENT CARE AND LUBRICATION ALL TYPES, VEHICLES
CHAFFEURS GARAGE ATTENDANTS LUBRICATOR
SECTION NO.1
SECTION NO. 2
SECTION NO. 3
SECTION NO. 4
SECTION NO. 5
SECTION NO. 6



* - Service, Gas and Oil available, 24 hours per day
* * - Service, Gas and Oil available, normal working hours and during Snow Call
* * * - Gas and Oil available, normal working hours and during Snow Call

Breakdown of Divisional Administrative and Work Program, Disbursement and Recording Control.

SUPPLEMENTARY ORGANIZATION CHART : Description and services available at the principal highway garages and substations

DESIGNATION	LOCATION	SECTION SERVED	SERVICE AVAILABLE AT EACH						REMARKS
			GAS	OIL	REPAIRS	CLEANING	GREASING	STORAGE	
FERNWOOD	Scotch Road Trenton	All	X	X	X	X	X	X	Administration, control & recording of all major activities
NEWARK	Routes 21 & 29 Newark	1	X	X	X	X	X	X	Headquarters for Section No. 1
PATERSON	641 Madison Ave. Paterson	1			X By App't.		X By App't.		
FERNWOOD	Scotch Road Trenton	All	X	X	X	X	X	X	Also serves as the Headquarters for Section No. 2
SOMERVILLE	N. Gaston Avenue Somerville	2			X By App't.		X	X	Mechanic present approx half of each day
WOODBRIDGE	St. George Ave. Colonia	2	X	X	X By App't.	X By App't.	X By App't.	X	Gas Tank for this Garage located Woodbridge Cloverleaf
NEW BRUNSWICK	Suydam St. New Brunswick	2	X	X	X By App't.	X By App't.	X By App't.	X	
CLIFFWOOD	So. Amboy Rd. Cliffwood	2	X	X	X By App't.	X By App't.	X By App't.	X	
TOMS RIVER	Flint Road So. Toms River	3	X	X	X	X	X	X	Headquarters for Section No. 3
HENKENS	Route 40 Vincentown	3						X	
HAMMONTON	Egg Harbor Road Hammonton	3					X By App't.	X	
VINELAND	Route 47 Vineland	4	X	X	X	X	X	X	Headquarters for Section No. 4
MAYS LANDING	Route 50 Mays Landing	4					X By App't.	X	
WOODBURY	Mantua Road Woodbury	4 & 5						X	
KITCHENS	Route 44 Bridgeport	4						X	
MERCHANTVILLE	So. Maple Ave. Merchantville	5	X	X	X	X	X	X	Headquarters for Section No. 5
GANLEY'S GARAGE	Rear S.Maple Ave. Merchantville	5						X	
DOVER	E. Blackwell St. Dover	6	X	X	X	X	X	X	Headquarters for Section No. 6
SINGAC	Singac Circle Singac	6					X By App't,	X	
BELVIDERE	Wideners Garage Belvidere	6			X By App'T.		X By App't.	X	

PERSONNEL

1944.

					TRANS-FERRED.		EMPLOYEES		
PERIOD	EMPLOYED	RESIGNED	LAID OFF	DECEASED	TO DIVISION	FROM DIVISION	ADD	LESS	NET TOTAL
Jan. 1 to 16				1				1	211
" 16 to 31									211
Feb. 1 to 15		1						1	210
" 15 to 29		1	2					3	207
Mar. 1 to 16									207
" 16 to 31		1						1	206
Apr. 1 to 15		1						1	205
" 16 to 30	3						3		208
May 1 to 16	2	1					2	1	209
" 16 to 31									209
June 1 to 15		1		1				2	207
" 16 to 30						1		1	206
July 1 to 16									206
" 16 to 31									206
Aug. 1 to 16	1			2			1	2	205
" 16 to 31									205
Sept. 1 to 15				1				1	204
" 16 to 30		1						1	203
Oct. 1 to 16	1		1	1			1	2	202
" 16 to 31	2	1					2	1	203
Nov. 1 to 15		1						1	202
" 16 to 30									202
Dec. 1 to 16	1						1		203
" 16 to 31									203
	10	9	3	6		1	10	19	
Average number of employees for year									206

WORK EXECUTED DURING 1944.

In addition to the regular routine work entailed in the care and maintenance of 2611 units of equipment, the division executed 401 assignments of major character of these, 151 represented programs undertaken for departments and agencies outside of the Division proper, as per the following:

Highway Department, Construction Division	- 1 Orders
" " , Electrical "	-31 "
" " , Laboratory	-15 "
" " , Maintenance Division	-60 "
" " , Purchase & Stores Division	- 4 "
" " , Survey & Plans	-10 "

OUTSIDE AGENCIES

State, Attorney General	- 1 Orders
" , Civil Service Commission	- 4 "
" , Department of Labor	- 1 "
" , " " Institutions & Agencies	- 1 "
" , Board of Milk Control	- 4 "
" , Department of Motor Vehicles	- 1 "
" , " " Purchase	-16 "
Secretary of State	- 1 "
State, Department of Weights & Measures	- 1 "

CHARACTER OF WORK PERFORMED

Automobiles Overhauled, Heaters, Blacksmith Work, Boat Building & Repair, Boiler Repairs, Bolts, Box Covers, Brackets, Brake Work, Bushings, Cams, Canvas Work, Cap Screws, Chains, Clamps, Concrete Mixer Repairs, Copper Containers, Construction (General), Covers, Couplings, Cushion Repairs (Auto), Discs, Doors, Dowells, Electric Motor Repairs, Electric Work (General), Fender Work, Flag Pins, Floats, Frames, Frost Plugs, Funnels, Gear Work, General Auto & Truck Repairs, General Shop Work, Generator Repairs, Governor Repairs, Grab Chains, Guages, Iron Work (Misc.), Machine Work (General), Machining Castings, Manifolds, Manhole Steps, Mats, Motor Repairs, Partitions, Pipe Threading, Pipe Work (General), Plates, (Iron & Steel), Platforms, Pullers, Racks, Radiator Work, Reflectors, Sand Boxes, Sand Screens, Scraper Blades, Screws, Sheet Metal Work, Shims, Sign Boxes, Sign Stands, Skid Chains, Sled, Spindles, Springs, Storm Sash, Tags, Tarpaulins, Tool Boxes, Tool Sharpening, Tripod Repairs, Washers, Wedges, Welding (All Types), Woodworking (General)

ROAD CONSTRUCTION, MAINTENANCE & REPAIR ACTIVITIES.

During the year, the division was called upon to furnish equipment, labor and materials for programs upon the following roads, bridges, and projects:

Annandale Reformatory
Caranza Monument Road
Glen Garden Sanatorium Road
Hackensack River Bridge
Killtime Brook, Jerseyville
Manual Training & Industrial School, for Colored Youth
Marlboro State Hospital
National Guard Camp, Seagirt
Rahway Reformatory
Secaucus Bridge
State House, Trenton
Trenton State Armory
Tuckahoe Bridge
Voorhees State Park
Canal Bridge, Princeton
Crosswicks Creek Bridge
Greystone Park
Inland Waterway
Leesburg Prison Farm
Naval Supply Depot, Bound Brook
Princeton Stadium
Shark River Bridge
State Hospital, Trenton
State Police Barracks, Wilburtha
Totowa Training School
Victory Bridge
Wittpen Bridge

In addition to the foregoing thirty-two (32) Mack trucks and personnel to care for them were placed in relieving the hurricane damage as a result of the storm of September 14, 1944. This equipment and men constituted force in addition to the regular maintenance crews and maintained assignments at Asbury Park, Atlantic City, Keansburg, Manahawkin, Sea Isle City, Ship Bottom and Ventnor, from September 18th to November 10th 1944.

POLICIES AND PRACTICES.

Conditions during the year with regard to shortages of materials and replacements have been critical, and the situation grows steadily worse with the result, difficulty is being experienced, not only in securing the replacement parts but, even the minor components need to restore them. However, through improvisation and initiative which otherwise may have become a total loss has been reclaimed and restored to service. In accordance with Commissioner Miller's request a strict program of conservation has been rigidly pursued, every item, which could possibly be salvaged has been rebuilt either within the division or, in the case of proprietary items by the organizations controlling them by the medium of exchange under which the division trades in the faulty unit upon a rebuilt or new one. Within the division in this category are, such items as windshield wipers, engines, ammeters, voltage regulators, etc. Worn or faulty crank, clutch and transmission shafts, gears, waterpumps, mower parts, bridge repair units and similar pieces are built up under metal bonding and spraying then, machined to standard size restoring the unit to condition comparable with new. Also under this program 154 Ford, Chevrolet, and Case Grader motors were completely rebuilt during the year.

SAFETY MEASURES.

Additional programs have been carried out to contribute added security and protection to personnel and equipment. Safety Flashing Lights:- a gimbal type bracket was fabricated at Fernwood to be attached to the front end of the truck body which would receive the light and so that it would raise up with the body and maintain a true vertical position to afford the greatest visivility to the oncoming traffic during snow removal, sanding and similar operations. Change of Standard Color of Vehicle Paint;- heretofore, a dark green color has been used, in order to obtain the color of most effective visivility power under all conditions a bright yellow was selected as being the most outstanding and in accordance with this plan, several trucks as repainting became necessary, were treated with this color and the tail gates with alternating black and yellow stripes. Experience to date suggests this change will undoubtely contribute much to greater safety. Truck Frames and Covers:- made at Fernwood to cover the front portion of the dump bodies of the trucks in order to provide shelter from wind and weather to the employees during transport to and from assignments.

EQUIPMENT PERFORMANCE & COST GRAPH

Cars - - Per Mile Costs - - Gas & Oil Performance

Type	Gas	Oil	Tires Tubes	Parts	Repair Labor	Depreciation	Total	Miles per Gal. Gas.	Miles per Qt. Oil	
1940 Buick	$.0008	$.0002	$.0007	$.0072	$.0453	$.0845	$.1477	13.2	352	
1941 "	.0080	.0004	.0027	.0042	.0324	.0465	.0942	12.7	195	
1942 "	.0089	.0003	.0028	.0038	.0533	.0584	.1075	12.7	293	
1937 Chevrolet	.0123	.0009	.0026	.0274	.0513	----	.0946	8.8	84	
1938 "	.0080	.0006	.0017	.0035	.0113	----	.0251	14.1	184	
1939 "	.0075	.0004	.0041	.0033	.0075	.0227	.0455	14.7	248	
1940 "	.0075	.0004	.0027	.0030	.0102	.0117	.0355	15.	230	
1942 "	.0069	.0003	.0023	.0020	.0081	.0119	.0315	16.4	273	
1940 Ford	.0069	.0004	.0028	.0056	.0100	.0074	.0331	15.8	219	
TRUCKS - 1-1/2 Ton										Cost Per Hour
1937 Chevrolet	.0147	.0008	.0026	.0103	.0336	----	.0620	8.8	174	$ .31
1938 "	.0143	.0012	.0028	.0064	.0132	----	.0379	8.9	115	.59
1940 "	.0116	.0009	.0018	.0051	.0141	.0155	.0490	10.3	152	.34
1941 "	.0143	.0010	.0038	.0050	.0120	.0099	.0460	9.	129	.31
1942 "	.0129	.0007	.0015	.0035	.0084	.0127	.0397	9.5	151	.25
1937 Ford	.0163	.0008	.0021	.0059	.0322	----	.0573	6.4	96	.46
1938 "	.0157	.0014	.0036	.0078	.0171	----	.0456	8.	106	.26
1940 "	.0168	.0021	.0027	.0077	.0120	.0113	.0526	7.4	74	.32
1944 G M C	.0139	.0005	.0018	.0047	.0052	.0259	.0520	9.4	204	.32

EQUIPMENT PERFORMANCE & COST GRAPH (Con.)

TRUCKS - - 2 1/2 Ton & Heavier

Type	Gas	Oil	Tires Tubes	Parts	Repair Labor	Depre-ciation	Total	Miles per Gal. Gas	Miles Per Qt. Oil	Cost Per Hour
2-1/2 T.G M C	(insufficient mileage to base estimate)									
2-1/2 T. Mack	$.0221	$.0007	$.0012	$.0076	$.0160	$.0930	$.1406	5.5	142	$1.00
3 T. Mack	.0340	----	----	.2179	.2572	----	.5091	3.	---	1.61
4 T. Mack	.0287	.0014	.0067	.0286	.0809	.0136	.1599	4.5	77	.91
5-1/2 T. Mack	.0608	.0036	----	.0533	.1097	----	.2274	1.9	30	1.77
Mack Cable Truck	.0144	.0015	----	.0140	.0806	----	.1105	7.	49	.88
Mack BX Tractor	.0363	.0004	.0146	.0031	.0313	.0864	.1721	2.9	195	2.39
*Mack Lorain Crane	.2100	.0100	.0200	.1100	.3700	.3000	1.02	.6	12	2.58
7-1/2 T. White	.0513	.0003	----	.0243	.2267	----	.3026	2.	236	2.55

* In this is reflected the entire costs for all operations.

MISCELLANEOUS EQUIPMENT - PER HOUR & PERFORMANCE DATA

Type	Gas	Oil	Tires Tubes	Parts	Repair Labor	Depreciation	Total
Graders							
Austin - Case	$.1907	$.0012	$.0075	$.0502	$.1055	$.----	$ .3665
Rome - Case	.1676	.0112	.0130	.1085	.1502	----	.4505
Galion - Case	.1578	.0094	.0187	.1285	.1422	.3486	.8025
Mud Jacks	.0597	.0030	.0040	.1799	.2191	.4771	.9428
Concrete Mixers	.0700	.----	----	.0700	.76	.67	1.57
Cold Patch Mixers	.0610	.0036	----	.0680	.2085	.4562	.7976
Air Compressors	.18	.0100	----	.0800	.1300	.64	1.04
Water Wagons	.0258	.0014	----	.0388	.1039	----	.1699
Worth. Power Mowers	.0673	.0067	.0095	.2037	.2458	.2028	.7356
Power Mowers (Manual)	.0208	.0062	.0024	.0983	.0874	.0631	.2782
5 Ton Roller	.15	.01	----	.09	.34	1.03	1.63
10 " "	.24	.01	----	.08	.51	.67	1.51
Paint Spray Outfit	.0279	.0021	----	.0231	.0653	.0652	.1836
Tree Spray Outfit	.0454	.0020	----	.0318	.0201	.5344	.6337
Curecrete Spray Outfit	.10	----	----	.30	.70	2.61	3.71
Rotary Screen	.03	----	----	.05	.18	1.65	1.9.

AUDITING & ACCOUNTING BUREAU
May 9th 1945.

"For Sale of GAS, OIL, PARTS, MATERIAL, SUPPLIES, TIRES, TUBES & MISC."

YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT
January	James Laurico	Material & Supplies	$ .64
January	N.J. State Alcoholic Beverage Control	Material	3.79
January	N.J. State Milk Control Board	Parts	.01
January	N.J. State Purchasing Dept.	Oil, Parts & Material	2.05
January	N.J. State Purchasing Dept.	Gas, Oil, Parts & Material	36.76
February	Secretary of State's Office	Gas & Oil	8.47
February	N.J. State Dept. of Finance	Tire & Tube	1.34
February	N.J. State Milk Control Board	Gas, Oil, Parts, Material, & Supplies	56.72
February	N.J. State Purchasing Dept.	Material & Supplies	.08
February	N.J. State Purchasing Dept.	Parts, Material & Supplies	.68
February	N.J. Quartermaster Gen'l. Office	Material & Supplies	.47
March	Rice & Holman	Ford Parts	290.77
March	Harvey Cohen	Obsolete Wrenches	5.10
March	N.J. State Reformatory Annandale	Tires	23.72
March	N.J. Childrens Guardian	Tires	47.44
March	N.J. State Milk Control Board	Tires	11.86
March	N.J. State Reformatory Annandale	Tires	23.72
March	N.J. State Soldiers Home Vineland	Tires	11.86
April	Brooks Transportation Company	Oil,Tires,Tubes,Material,Supplies	386.73
April	N.J. State Hospital Marlboro	Tire & Tube	5.80
April	N.J. State Milk Control Board	Tires & Tubes	59.30
April	N.J. State Milk Control Board	Gas,Oil,Parts,Material,Supplies	19.05
April	N.J. Dept. of Weight & Measures	Material & Supplies	2.34
April	Antonette M.Angeley	Material & Supplies	.69
April	N.J. State Purchasing Dept.	Parts,Material & Supplies	2.20
April	Secretary of State's Office	Gas & Oil	8.73
April	Secretary of State's Office	Gas	9.38
May	Secretary of State's Office	Gas & Oil	8.41
May	Stephens Poultry Company	Parts, Material & Supplies	124.68
May	Hill & Dale Farm	Parts,Material & Supplies	23.98
May	N.J. State Milk Control Board	Gas	1.22
May	N.J. State Motor Vehcile Dept.	Parts,Material,Supplies,&Misc.	26.39
May	N.J. Quartermaster Gen'l. Office	Material & Supplies	.84
May	N.J. State Purchasing Dept.	Parts,Material & Supplies	3.63
May	N.J. State Purchasing Dept.	Parts	1.62
June	Arthur E. Levie	Parts=	.68
June	Oscar M.E. Dinkel	Parts for snow plow missing when snow equipment was returned	4.50
July	N.J. State Dept. of Finance	Gas	3.25
July	Secretary of State's Office	Gas	7.48
July	Northern New Jersey Oil Co.	Parts	1.00
July	Secretary of State's Office	Gas	4.12
July	N.J. State Attorney General Office	Parts	.67
July	N.J. State Milk Control Board	Oil,Parts,Material & Supplies	12.65
July	N.J. State Purchasing Dept.	Material & Supplies	1.67

AUDITING & ACCOUNTING BUREAU
May 9th 1945.

"For Sale of GAS, OIL, PARTS, MATERIAL,SUPPLIES, TIRES, TUBES ' MISC."

YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT
July	N.J. State Purchasing Dept.	Parts,Material & Supplies	$ 1.68
August	U.S. Army Hdqrs. Ft. Monmouth	Material & Supplies	.84
September	N.J. State Civil Service Comm.	Gas	11.20
September	Secretary of State's Office	Gas & Oil	8.10
September	N.J. Civil Service Comm.	Parts	5.12
September	Governor's Office	Material & Supplies	1.20
September	Dept. of Institutions & Agencies	Material & Supplies	.72
September	N.J. State Purchasing Dept.	Material & Supplies	.04
September	N.J. State Purchasing Dept.	Material & Supplies	.10
September	John Strucker	Tires	126.00
October	N.J. Civil Service Commission	Gas	16.29
October	N.J. Dept. Taxation & Finance	Gas & Oil	17.73
October	N.J. Dept. Taxarion & Finance	Gas	1.97
October	Secretary of State's Office	Gas, Oil & Misc.	11.17
October	Reservoir Bus Lines Inc.	Parts, Material & Supplies	1.79
October	N.J. Dept. Taxation & Finance	Gas	.41
October	N.J. Dept. Taxation & Finance	Parts	6.00
October	N.J. State Purchasing Dept.	Oil, Parts, & Material	1.66
October	Sears & Bowers	Parts	64.30
October	Stetch Transportation Co.	Parts for snow plow missing when snow equipment was returned	39.50
November	N.J. Civil Service Commission	Gas	11.39
November	N.J. Dept. of Taxation & Finance	Gas	5.01
November	Secretary of State's Office	Gas & Oil	8.67
November	N.J. Civil Service Commission	Oil,Parts, Material & Supplies	8.12
November	N.J. Civil Service Commission	Gas & Oil	3.05
November	N.J. State Purchasing Dept.	Parts, Material & Supplies	21.14
November	N.J. State Purchasing Dept.	Material & Supplies	.02
November	Samuel Leftshitz	Material & Supplies	12.43
December	Baker Sales & Const. Co.	Parts for snow plow missing when snow equipment was returned	30.03
December	N.J. Civil Service Commission	Gas	24.45
December	Secretary of State's Office	Gas	4.11
December	Atlantic Poultry Co.	Material & Supplies	.86
December	N.J. State Purchasing Dept.	Water Service At Fernwood	38.58
December	N.J. State Milk Control Board	Oil,Parts,Material & Supplies	4.99
December	N.J. State Milk Control Board	Material & Supplies	3.52
			$ 1,738.68

AUDITING & ACCOUNTING BUREAU

May 9th 1945

" SALE OF SCRAP MATERIAL FROM FERNWOOD SERVICE STATION "

YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT
June	Max Auto Parts Inc.	Sale of scrap Tires, Tubes & Misc.	$ 102.13
August	Joseph Vinch	Sale of 3 Mc Cormick Deering New Ideal Mowers	7.50
August	Gary Barker	Sale of 1 U.S. Stationary Air Compressor	80.00
August	Harvey Cohen	Scrap Iron	151.80
August	Harvey Cohen	Sale of scrap iron	73.84
			$415.27

Auditing & Accounting Bureau

May 9th 1945

RENTAL FROM EVERETT'S ALLEY GARAGE

YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT

NONE

AUDITING & ACCOUNTING BUREAU
May 9th. 1945.

RENTAL OF DEPARTMENT CARS

YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT
January	Sussex County Board of Freeholders	Rental	$ 11.70
February	N.J. State Dept. Local Government	"	22.00
February	N.J. State Motor Vehicle Dept.	"	52.00
May	Sussex County Board of Freeholders	"	12.42
June	N.J. State Defence Council	"	7.59
July	N.J. Attorney General's Office	"	12.42
July	N.J. State Executive's Office	"	25.28
July	N.J. Dept. Institutions & Agencies	"	15.50
July	N.J. State Defence Council	"	8.53
September	Governor's Office	"	3.16
September	Secretary of State's Office	"	8.69
October	N.J. State Dept. Local Government	"	40.00
October	Sussex County Board of Freeholders	"	12.67
October	Secretary of State's Office	"	26.44
November	Secretary of State's Office	"	7.11
November	N.J. Dept. Local Government	"	90.22
December	N.J. Dept. Local Government	"	44.00
			$399.73

AUDITING & ACCOUNTING BUREAU

May 9th 1945

REPAIR LABOR TO NEW JERSEY STATE DEPARTMENTS

YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT
January	N.J. State Alcoholic Beverage Control	Repair Labor	$ 1.80
January	N.J. State Milk Control Board	" "	11.87
January	N.J. State Purchasing Dept.	" "	34.75
January	N.J. State Purchasing Dept.	" "	57.87
January	N.J. Quartermaster General's Office	" "	22.25
January	N.J. Quartermaster General's Office	" "	15.55
January	N.J. State Purchasing Dept.	" "	32.30
January	N.J. State Purchasing Dept.	" "	20.90
January	N.J. State Milk Control Board	" "	178.70
April	N.J. State Milk Control Board	" "	31.52
April	N.J. State Milk Control Board	" "	18.70
April	N.J. State Purchasing Dept.	" "	4.21
April	N.J. Dept of Weights & Measuers	" "	12.98
April	N.J. State Purchasing Dept.	" "	99.12
May	N.J. Civil Service Commission	" "	3.24
May	N.J. State Milk Control Board	" "	.66
May	N.J. State Motor Vehicle Dept.	" "	133.98
May	N.J. Quartermaster General's Office	" "	4.20
May	N.J. State Purchasing Dept.	" "	30.98
May	N.J. State Purchasing Dept.	" "	11.28
June	N.J. State Purchasing Dept.	" "	4.18
June	N.J. State Finance Commission	" "	7.37
July	N.J. Attorney General's Office	" "	2.09
July	N.J. State Milk Control Board	" "	40.95
July	N.J. State Purchasing Dept.	" "	9.82
July	N.J. State Purchasing Dept.	" "	21.00
July	N.J. State Dept. of Finance	" "	4.46
September	N.J. Civil Service Commission	" "	3.15
September	Governor's Office	" "	.72
September	Dept. of Institutions & Agencies	" "	1.98
September	N.J. State Purchasing Dept.	" "	4.05
September	N.J. State Purchasing Dept.	" "	18.90
September	N.J. State Purchasing Dept.	" "	18.63
September	N.J. State Purchasing Dept.	" "	6.64
October	N.J. Civil Service Commission	" "	5.89
October	N.J. Dept. of Taxation & Finance	" "	5.94
October	N.J. State Purchasing Department	" "	43.60
November	N.J. State Purchasing Department	" "	11.66
November	N.J. State Purchasing Department	" "	31.86
November	N.J. State Purchasing Department	" "	4.98
November	N.J. Civil Service Commission	" "	11.24
November	N.J.Stqte Milk Control Board	" "	7.47
December	N.J. Civil Service Commission	" "	8.40
December	N.J. State Milk Control Board	" "	5.97
December	N.J. State Milk Control Board	" "	1.44
			$ 1,009.25

AUDITING & ACCOUNTING BUREAU

May 9th 1945.

FERNWOOD OVERHEAD LABOR

YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT
January	N.J. Alcoholic Beverage Control	Labor	$ .18
January	N.J. State Milk Control Board	"	1.19
January	N.J. State Purchasing Dept.	"	3.48
January	N.J. State Purchasing Dept.	"	5.79
January	N.J. Quartermaster General's Office	"	2.23
January	James Laurice	"	4.07
February	N.J. State Milk Control Board	"	17.87
February	N.J. State Purchasing Dept.	"	3.23
February	N.J. State Purchasing Dept.	"	2.09
February	N.J. Quartermaster General's Office	"	1.56
April	N.J. State Milk Control Board	"	3.15
April	N.J. State Milk Control Board	"	1.87
April	N.J. State Purchasing Dept.	"	.42
April	N.J. Dept. of Weight & Measuers	"	1.30
April	Antonette M. Angeley	"	.21
April	N.J. State Purchasing Dept.	"	9.91
April	Brooks Transportation Company	"	30.26
May	N.J. Civil Service Commission	"	3.52
May	N.J. State Milk Control Board	"	.07
May	N.J. State Motor Vehicle Dept.	"	13.40
May	N.J. Quartermaster General's Office	"	.42
May	Stephens Poultry Company	"	13.33
May	N.J. State Purchasing Dept.	"	3.10
May	N.J. State Purchasing Dept.	"	1.13
May	Hill & Dale Farms	"	13.07
June	N.J. State Purchasing Dept.	"	.42
June	N.J. State Finance Commission	"	.74
June	Arthur E. Levie	"	1.05
July	N.J. Attorney General's Office	"	.21
July	Dept. of Institutions & Agencies	"	30.69
July	N.J. State Milk Control Board	"	4.10
July	N.J. State Purchasing Dept.	"	.98
July	Northern New Jersey Oil Co.	"	3.05
July	William T.Birchall	"	.53
August	U.S. Army Hdqts. Fort Monmouth	"	1.17
September	N.J. Civil Service Commission	"	12.08
September	N.J. Civil Service Commission	"	.32
September	Governor's Office	"	.07
September	Dept. of Institutions & Agencies	"	.20
September	N.J. Civil Defence Council	"	3.86
September	N.J. Court of Chauncery	"	21.04
September	N.J. State Purchasing Dept.	"	1.89

AUDITING & ACCOUNTING BUREAU

May 9th 1945.

FERNWOOD OVERHEAD LABOR
YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT
September	N. J. State Purchasing Dept.	Labor	$ 1.86
September	N. J. State Purchasing Dept.	"	.66
September	Secretary of State's Office	"	7.38
September	N. J. State Purchasing Dept.	"	.80
October	N.J. State Civil Service Commission	"	.59
October	N.J. Dept. of Taxation & Finance	"	.59
October	N.J. State Purchasing Dept.	"	4.36
October	Reservoir Bus Lines Inc.	"	1.34
November	N.J. Civil Service Commission	"	1.12
July	N.J. State Purchasing Dept.	"	2.10
November	N.J. State Purchasing Dept.	"	1.17
November	N.J. State Purchasing Dept.	"	3.19
November	N.J. State Purchasing Dept.	"	.50
November	N.J. State Milk Control Board	"	.75
November	Samuel Leftshitz	"	1.04
December	N.J. Civil Service Commission	"	.84
December	N.J. State Milk Control Board	"	.60
December	N.J. State Milk Control Board	"	.14
December	Atlantic Poultry Company	"	2.62
			$ 250.90

AUDITING & ACCOUNTING BUREAU

May 9th 1945.

RENTAL OF DEPARTMENT TRUCKS AND ROAD MACHINERY

YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT
April	Brooks Transportation Company	Rental	$ 45.65
May	N. J. Civil Service Commission	"	18.56
May	N. J.Civil Service Commission	"	145.43
May	Secretary of State's Office	"	226.46
May	Stephens Poultry Company	"	5.00
May	Hill & Dale Farms	"	10.02
May	N. J. Civil Service Commission	"	32.24
May	Secretary of State's Office	"	114.84
July	Dept. of Institutions & Agencies	"	15.00
July	Dept. of Institutions & Agencies	"	138.26
July	N. J. Civil Service Commission	"	26.60
September	N. U. Civil Service Commission	"	82.45
September	N. J. Civil Service Commission	"	26.64
September	N. J. State Civil Defence Commission	"	6.30
September	N. J. Court of Chauncery	"	22.80
September	N. J. State Purchasing Dept.	"	9.98
September	N.J. Secretary of State's Office	"	65.60
September	Secretary of State's Office	"	125.06
September	Secretary of State's Office	"	34.85
September	Secretary of State's Office	"	62.04
September	N. J.Civil Service Commission	"	39.00
September	N.J. Civil Service Commission	"	14.16
October	Secretary of State's Office	"	13.52
December	N. J.State Dept. of Health	"	16.80
			$ 1,297.26

AUDITING & ACCOUNTING BUREAU

May 9th. 1945.

REPAIR LABOR TO DEPARTMENT EQUIPMENT DAMAGED BY OUTSIDE PARTIES

YEAR 1944

DATE	NAME	DESCRIPTION	AMOUNT
January	James Laurice	Repair Labor	$ 40.70
April	Antonette M. Angeley	" "	2.08
April	Brooks Transportation Company	" "	198.35
May	Stephens Poultry Company	" "	133.28
May	Hill & Dale Farms	" "	65.90
May	Stephens Poultry Company	" "	15.70
June	Arthur E. Levie	" "	10.50
July	Northern New Jersey Oil Company	" "	30.47
July	William T. Birchall	" "	5.25
August	U. S. Army Hdqtrs. Fort Monmouth	" "	11.65
August	Harvey L. Stewart	Blue Book value $640. less scrap value 225.	415.00
October	Reservoir Bus Lines Inc.	Repair Labor	13.35
October	Home Indemnity Company	Estimate Repair Labor	80.00
November	Samuel Leftshitz	Repair Labor	10.40
December	Atlantic Poultry Company	" "	26.19
			$ 1,058.82

EQUIPMENT ACQUIRED DURING 1944.

No.	Type
1	Air Compressor Unit, Model 234 D2 - Type 30 with Delco Motor - 2 HP Model A-5294
1	Mack Tractor Model L J T
1	Rapid Paving Breaker
1	Barber Greene Co., Asphalt Finisher - Model 879-A
5	G M C Dump Trucks - Model 374
21	Mack Dump Trucks - Model E F
1	Mogul Electric Bonder
21	Good Roads Snowplows - Model 112
1	Foote Crawler Type Paver - Model 27-E
1	1942 Mack Rack Body Truck - Model E F U (Alloted to the Dept. from confiscated materials by the Commissioner of Finance.)

EQUIPMENT DISPOSED OF DURING 1944.

No.	Type
1	1940 Buick Sedan - Model 91 W
6	1917 Mack Trucks - Model A C
1	Good Roads Snow Plow - Model 10
1	U. S. Air Compressor - Serial 819 LB
1	1940 Chevrolet Coach (Dismantled for Parts.)
4	Lineograph Traffic Line Marking Machines
1	Nissley Traffic Line Marking Machine
1	Iceberg Electric Water Cooler

NEW JERSEY STATE HIGHWAY DEPARTMENT

List of Equipment

Cars	No. & Make	Year & Body Type	Quantity
	22 Buicks	1938 Coupe	1
		1939 Sedans	2
		1940 "	5
		1941 "	5
		1942 "	9
	290 Chevrolet	1937 1/2T. Pickups	5
		1938 " " "	9
		1939 Station Wagons	11
		1940 Sedans	7
		1940 Coaches	13
		1940 Coupes	30
		1940 Station Wagons	11
		1940 1/2 T. Pickups	13
		1941 Sedans	5
		1941 Coaches	19
		1941 Coupes	17
		1941 Station Wagons	24
		1941 1/2 T. Pickups **	19
		1941 3/4 T. Pickups **	3
		1941 3/4 T. Special Ladder	1
		1942 Sedans	6
		1942 Coaches	40
		1942 Coupes	28
		1942 Station Wagons	18
		1942 1/2 T, Pickups	9
		1942 3/4 T. Pickups	1
		1942 3/4 T. Special Ladder	1
	13 Fords	1940 1/2 T. Pickups	10
		1940 1/2 T. Screen Body	3
		Total	325
Trucks	143 Chevrolet	1934 Spray Outfits	2
	(1-1/2 T.)	1936 Compressors	2
		1936 Screen Body	1
		1936 Stake, Welding Outfit	1
		1936 Dumps	5
		1937 Screen Body	2
		1937 Water Tanks	2
		1937 Dumps	4
		1937 Stake, Spray Outfit	1
		1938 Screen Body	3
		1938 Dumps	52
		1938 Stake (1 Welding Outfit)	7

** One each of these pickups, equipped with ladder for Electrical Division.

List of Equipment (Con.)

Trucks	No. & Make	Year & Body Type	Quantity
	Chev.	1940 Stake Plain	14
		1940 Core Drills	2
		1940 Boring Outfits	2
		1940 Canopy	1
		1941 Stake	1
		1941 Dumps	10
		1942 Stake	6
		1942 Canopy	1
		1942 Dumps	24
	79 Fords (1-1/2 T.)	1937 Compressors	6
		1937 Wreckers	2
		1937 Dumps	2
		1938 Stake	6
		1938 Dumps	51
		1940 Dumps	12
	12 G M C (1-1/2 T.)	1942 Dumps	12
	144 Macks	2-1/2 T. Dumps	44
		2-1/2 T. Rack	1
		3 T. Dump - Jr.	1
		4 T.Dumps EH	40
		4 T. Cargoes EH	4
		4 T. Utility Body EH	1
		4 T. Sprinklers EH	2
		5-1/2 T. Dumps AC	34
		5-1/2 T. Cargoes AC	13
		5-1/2 T. Crane & Winch	1
		10T. Lorain Crane AP	1
		10 T. Lorain Crane BX	1
		15 T. Tractor LJT	1
	1 White	7-1/2 T. Van	1
	6 F.W.D.	5 T. Dumps with snow plows	4
		5 T. Tractor	1
		5 T. Rotary Snow Plow	1
	8 Walters	5-8 T. Dumps with Snow Plows	8
		Total	393
	TOTAL NO. OF TRUCKS ALL SIZES- - - - - - -		718

Other Equipment

Graders	Austin	20
	Galion	36
	Rome	16
		72
Tractors	Holt 10 T. Caterpillar	6
Mud Jacks		8

List of Equipment (Con.)		Quantity
Mixers	Ransome Bituminous	6
	Blystone	9
	Concrete (All sizes)	22
		37
Air Compressors	16 Portable, 2 with Sand Blasts	18
Miscellaneous Equipment	With license plates	7
Water Wagons		5
Trailers		9
Worthington Power Mowing Machines		17
International Power Mowing Machines		1
		18
Power Lawn Mowers		55
Osborne Mowers Mounted on Ford Model T Chassis		1
Air Tools	Rock Drills 3/4"	1
	" " 7/8 "	3
	" " 1 "	35
	Paving Breakers 1-1/4"	39
	Pile Drivers	2
	Hydraugers	2
	Tampers	6
	Diggers	3
	Wood Borers	5
		96
Electric Hammer		1
Tar Kettles	Wood Burning	37
	Oil Burning	68
		105
Pumps	Power Force	18
	" Diaphragm	16
	" Centrifugal	4
	Hand Diaphragm	7
	" Force	1
		46
Rollers	10 T. Austin Gas	7
	5 T. Galion "	2
	10 T. "	4
		13

List of Equipment (Con.)

		Quantity
Sand Spreaders	Butler	10
	Hvass	2
	Good Roads (Regular)	166
	" " (Model 10)	3
		181
Spray Outfits	For sign painting	5
	" trees & Shrubbery	3
	" concrete (Curecrete)	4
		12
Vibrators		7
Weigh Batchers		28
Rotary Screens		6
Snow Loaders		4
Sweepers (Truck Drawn)		4
Power Operated Buckets		3
Plows		8
Mowing Machines Truck Drawn	McCormick - Deering #6	37
	" " #7	11
	John Deere #1 (5')	3
	" " #2 (7')	1
	" " #2 (5'(	1
	J. I. Case #5	20
	David Bradley	1
		74
Traffic Line Markers		12
Miscellaneous Equipment (No license plates)		41
Snow Plows (All types)		602
Total Road Equipment including trucks		2,152
Shop Equipment	All Garages, etc.	384
Total No. of Pieces of Equipment of all types, December 13, 1944.		2,536

ANNUAL REPORT

OF THE

TESTING DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1944

ANNUAL REPORT

OF THE

TESTING DIVISION
(LABORATORY)

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1944

April 2, 1945.

ANNUAL REPORT - 1944

TESTING DIVISION
(LABORATORY)

General

The continuation of the war throughout the year 1944 has greatly curtailed the work of the entire Department. This condition reflects itself greatly in the work performed by the Testing Division for the reason that most of the work it does depends to a great extent upon the amount of construction performed. The reason for this is that the greater portion of the work of this Division is one of service to other divisions in the matter of testing and qualifying the materials used in various types of construction.

The curtailment of work due to the continuation of the war, however, has been greatly offset by the reduction in our personnel. Due to the reduction in construction, however, we are given more time to conduct investigations and research on materials and certain phases of their use.

In general, the work performed and activities of this Division are covered by the following:

1. Routine work performed by each of the sub-divisions, which might be defined as the work required to test and inspect materials for qualification as to their compliance with the requirements of the specifications for use in the different projects under construction.

2. Research and investigation of materials to develop information as to their possible use in highway and brdige construction and for the writing of specifications for the same.

3. Suggestions and recommendations which are considered essential for improvements in construction practices and use of materials for the construction of better highways and bridges.

During this year 3,763 samples were received which is 60.5% of the number received the preceding year. However, the depletion of our personnel has been more or less proportionate to the decrease in the number of samples received. The amount of work performed can not be judged by the number of samples received. The samples received were mostly from projects under construction and the tests made thereon do not include the work required for research and investigations.

In the 1942 Annual Report, the organization of the Testing Division and a general description in detail was given of the functioning of each subdivision and section. The description as given in that report has not changed sufficiently to make any mention of the same in this year's report.

A general outline of the routine work of each of the sub-divisions is given below.

ENGINEERING SUB-DIVISION

General

This sub-division received and tested 1,518 samples of the kind and number as shown in the following table:

Brick, Construction	12
Cement, Bin Test	169
" Singles	15
Concrete, Block	21
" Cores	60
" Cylinders	33
Gravel, Road	265
" Washed	88
Pipe, Concrete	80
" Clay	1
Sand, Concrete	107
" Miscellaneous	17
Slag	2
Steel	29
Stone	366
Subbase and Subgrade Material	214
Miscellaneous	39

The activities of the several sections of this sub-division are as follows:

Portland Cement and Concrete Sand Testing Section

This section tested 310 samples which required the performance of 6,395 tests.

The materials represented by these samples are Portland cement and sand for use in concrete construction. Of the total number of samples received, there were 184 samples of Portland and white cement received which represented 85,400 barrels, of which 9,600 barrels were rejected. The total number of barrels just quoted is that contained in silos at the point of production which were inspected for future shipment to State and State Aid projects in New Jersey only. There were 34,655 barrels of the approved cement shipped but of this amount 1,427 barrels were used in work in which the State was not financially interested, a portion of the same being shipped for use by other state departments, counties or municipalities who were billed for inspection services.

Concrete and Physical Testing Section

This section performs the tests required on such materials as aggregates for concrete, brick, pipe, steel, castings, etc.

Aggregates

There were tested 1,210 samples of various types of aggregates such as stone, gravel, etc. which required the making of 4,422 tests.

Our 1941 Standard Specifications require that compression tests be made on 3" x 6" cylinders. This test was made on 19 different bins of cement. Although our 1941 Specifications had been rescinded because of a W.P.B. order, which did not require the making of these cylinders, they were made for our own information. The making of these cylinders requires quite a bit of additional work in that the coarse aggregate must all be separated into separate sizes and then recombined as required by the specifications. In all cases, the weighing of the batches, molding, cleaning of the molds, and making of the slump test must be included.

Pipe

There were tested and inspected 37,802 lin. ft. of reinforced concrete pipe, 3,954 lin. ft. of plain concrete pipe, and 220 lin. ft. of clay pipe.

Steel

There were tested and inspected 309,710 lbs. of reinforcing steel for use in concrete structures.

Castings

During the year 1944, the Testing Division took over the testing and inspection of castings. This work had previously been performed by commercial laboratories. Castings for use in our highways and structures come mostly from manufacturers located within this State; therefore, we found that we could take care of the inspection and testing thereof. During this year, there were inspected and tested 162 units totaling 193,074 lbs.

Field Inspection Section

The work performed by this section included the inspection at the point of production of aggregates, pipe, steel and the castings mentioned above, which information gives the quantity of each material inspected. In addition to these materials, there were inspected at the point of production 1,991 tons of concrete sand and 52,273 tons of aggregates.

Weights were reported for 108 settings of batching hoppers for roads, bridges, and miscellaneous concrete masonry. The Batching Plant and Material Inspectors in the performance of their duty covered 64,018 miles by auto.

Due to the curtailment of concrete construction, there were only 75 cores cut. To cut these cores, it required the traveling of 1,264 miles by our drills.

In addition to the work performed by the several sections noted above, the following projects were also concluded:

1. The weights and scales were checked by the State Sealer of Weights and Measures with corrections made where necessary. The State Sealer of Weights and Measures has been very cooperative in making annual checks of all the weights, scales and measures used by us.

2. The Field Inspectors' equipment was overhauled and repaired where possible and necessary and all measuring equipment calibrated.

3. A duplicate file of core drill card records was completed for cross filing. We find this very necessary because you are not always able to remember the particular job or the location thereof.

4. Previous cement records have been tabulated and made available for easier reference.

BITUMINOUS FIELD INSPECTION SUB-DIVISION

1. Inspection of the Preparation of Plant Mixed Bituminous Concrete Surfaces. This sub-division directed the inspection at the point of production of the following quantities of bituminous concrete and sheet asphalt prepared and laid during the year 1944:

a - New Construction

State & Federal Aid ..	28,818 sq. yds. ..	5,800 tons
State Aid	92,956 sq. yds. ..	7,841 tons
Not State Work	17,181 sq. yds. ..	2,340 tons
Total ..	138,955 sq. yds. ..	15,981 tons

b - Maintenance

State	17,819 tons
County Repairs	33,420 tons
Not State Work	2,500 tons
Total	53,739 tons

Grand Total (New Construction & Maintenance) .. 69,720 tons

This grand total is an increase of over 8,000 tons over that inspected during the 1943 Season. It will be noted that a greater tonnage was used for maintenance work. The greater portion of the tonnage was used for resurfacing some of our older concrete roads.

2. Inspection of Bituminous Materials at the Point of Production. During this year, no inspector was located in the Philadelphia District because of the very small quantity of bituminous material being shipped from this district; however, an inspector was stationed in the New York District as in past years. In this latter district, there was shipped therefrom a total of 1,686,754 gallons which was an increase of 1,300,000 gallons over that inspected and shipped during the previous year. These figures include only shipments made in tank cars and in drums.

The inspector in the New York District sampled bituminous materials representing 35,782,773 gallons of different grades of material made by the different companies from which shipments were made if the material was approved. All of the above material was not shipped for use in State and State Aid contracts, some being shipped for other uses. However, out of the above total contained in these lots, we received 13.3%.

The particular purpose for having an inspector in this district and in the Philadelphia District when necessary is to sample and inspect lots of material from which shipments will be made for work in this State. This will then insure us that the material used complies with the requirements of the specifications before shipment and materially helps in preventing delays caused by having to inspect material after its arrival on the project.

The inspectors in these districts are not able to inspect all shipments made from these approved lots, particularly those made by distributing trucks. This can not be done for the reason that these distributing trucks work on no schedule as to time of going into refineries for the material. They may arrive at the refinery 3:00 or 4:00 o'clock in the morning. Under these conditions, the producers furnish with each load of material a delivery slip and record thereof as to the approved lot from which it came, grade of material and quantity.

The total number of gallons used on State and State Aid contracts of all classes of bituminous materials was 10,901,630. This was an increase of 3,000,000 gallons over that used in 1943. It is expected that during the year 1945 this will be materially increased due to the greater amount of maintenance work that will be required on our highways due to the severe winter just past.

3. Recording and Tabulating Bituminous Materials. This work has continued to be done under a great handicap because of insufficient personnel. There were cleared through this sub-division 8,285 bituminous application tickets requiring the conversion of the amount contained on these tickets at the application temperature to the volume at 60°F. The volume at 60°F. is the quantity for which payment is made.

We should have someone who can be trained to do this work and will not be called upon to perform other duties. For the past two years, we have been using the services of several employees of the Laboratory at such times as they may not have been working on their regular assignment. This necessitated the breaking in of several employees, but we never knew the length of time they might be kept on this job. It has handicapped the person in charge of this sub-division in performing other duties required of him.

4. Field Inspection of Projects. Due to this handicap, the head of this sub-division has not been able to make field inspections of the construction of our bituminous pavements, which I consider very necessary. This is particularly true where relatively new types of bituminous surfaces are being constructed.

In the last two or three years a considerable amount of work has been done by some of the counties in the construction of bituminous surfaces by the so-called "Mixed-In-Place" method using gravel and bituminous materials. It is quite necessary that we keep in close contact with work of this kind during construction in order to see the methods and procedures used so as to have first hand information as to how it is done so that if failures occur they may be corrected.

Some investigations and research have been conducted by this sub-division which are described under the heading "Research and Investigations".

BITUMINOUS TESTING SUB-DIVISION

This sub-division received and tested 2,119 samples of the various kinds of materials listed in the table given hereinbelow. This is an increase in the number of samples tested during the previous year and involved the making of some 8,000 individual tests.

Asphalt Cement	231
Asphalt Emulsion	1
Asphaltic Oil	461
Benzol	5
Bituminous Concrete Type A, Top Course	235
" " " A, Bottom Course	11
" " " A, Repair Course	2
" " " FA-BC-1	114
" " " FA-BC-2, Top Course	51
" " " FA-BC-2, Bottom Course	18
" " " S.P.	1
" " " T, Top Course	51
" " " T, Bottom Course	4
Bituminous Sand	13
Bituminous Treated Gravel	38
Cover Sand	46
Fuel Oil	13
Joint Filler	12
Lard Oil	1
Liquefier	43
Lubricating Oil	104
Mineral Filler	16
Motor Fuel	30
Premoulded Expansion Joint	1
Rock Asphalt	1
Sheet Asphalt, Top Course	155
" " Bottom Course	28
Stone Sand	16
Tar	414
Tar Paint	2
Wood Preservative	1

Some investigation has been carried out by this sub-division, all of which is listed under the heading of "Research and Investigations".

CHEMICAL SUB-DIVISION

There was received and tested in this sub-division a total of 297 samples of the kind of materials listed hereinbelow, which required the making of approximately 1,500 tests.

Admixture	1
Bituminous Filler	1
Calcium Chloride	4
Driers	5
Fat	1
Joint Filler Ash	1

Lime	2
Linseed Oil	4
Lubricating Oils	101
Paint, Ready Mixed	57
Paint Pigments	12
Paint Paste	1
Paint Thinner	3
Paint Varnish, Mixing	3
Paint Vehicle	5
Portland Cement	32
Resins	6
Sand	9
Soils, Miscellaneous	32
Soils, Top	13
Solvent	1
Stone	3

There were also inspected at the point of manufacture 300 gallons of White Lead Paint and 19,005 gallons of Traffic Paint.

There were several research and investigation projects carried on by this sub-division which are listed under the heading of "Research and Investigations".

RESEARCH AND INVESTIGATIONS

This division still continues its close contact with the various government agencies, producers, and regional and national associations, primarily for the purpose of having at hand the valuable information that is developed through such sources, particularly that pertaining to materials and construction procedures. This information is of great assistance in helping us to solve our own problems. However, if the answer can not be found in such sources we then should be in a position to conduct our own investigations and research to secure such information that is desirable. We are asked frequently to cooperate with such agencies in some of their own investigations and research.

A brief outline of some of the investigations and research work carried out by this Division this year is as follows:

Investigation 44-1. Committee C-1 on Portland Cement.

In some of the Western States some of their Portland cement concrete structures developed defects of a serious nature. Investigations developed the fact that in structures where failures occurred the Portland cement used had an alkali content of 0.6% or more. When cement of this character was used in combination with the particular aggregates used in these structures it seemed to cause these failures. This same cement in combination with other aggregates did not develop any serious defects. It, therefore, seemed very desirable and necessary to have some kind of a test whereby it could be predetermined whether excess expansion would occur with any materials available for use in any particular structure.

Because of its seriousness, Committee C-1 on Portland Cement, of the American Society for Testing Materials, was asked to do some investigation for the purpose of developing such a test. This Laboratory was asked to cooperate with the above Committee in this investigation. We were very pleased to do so because of its probable value to us.

The initial step in this work was to have all cooperators perform the test in accordance with very definite procedures to first determine whether different operators could secure the same result on like materials. This work was started early in 1944 and will be concluded early in 1945 at the termination of one year's exposure of the specimens.

Investigation 44-2. Portland Cement and Mortar Expansion.

About two years ago, Mr. Wm. Van Breemen, Engineer of Special Assignments, of the Construction Division, made a survey of several concrete highways throughout the State in which failures had occurred due, it seemed, to excessive expansion. This investigation seemed to develop the fact that the expansion was more excessive in concrete highways in which certain aggregates were used. However, it developed also that most of these failures occurred in roads that were 15 to 18 years old and the data on hand pertaining to the materials used in these roads was not very complete.

The particular interest in this investigation was to endeavor to determine whether this excessive expansion was due to particular aggregates. We had no samples of the materials used in the roads when originally constructed. However, samples of Portland cement were secured which came from the same district and manufactured by the same companies as that used in the original construction. Bars 1" cross-section and 11" long with a gage length of 10" were made up with the cement alone and in combination with the same character of aggregates that were in the roads which showed excessive expansion and those used in roads of the same age which did not show any excessive expansion. These bars were subjected to the Autoclave Test with the thought in mind that we might get some accelerated action which might indicate immediately whether the particular aggregates in question did expand excessively. Other bars were also made and stored in air-tight containers over water for the purpose of subjecting them to a moist condition at all times. It was expected that this moist condition would create excessive expansion if the aggregates or cement were of such a nature to cause such a condition. These tests will run into the coming year and at the time they are one year old a report is to be made and determine from this data whether this information develops any data that would exclude any of the aggregates from further use. It will also then be decided whether this investigation shall be continued.

Investigation 44-3. Method of Test for Cement Content of Hardened Portland Cement Concrete.

It was felt that a method of test should be developed about which there could not be any question as to the results secured showing the exact amount of cement content. In reviewing what may have been done in the past relative to this subject, it was discovered that the American Society for Testing Materials have a method known as C 85-42 entitled "Method of Test for Cement Content of Hardened Portland Cement Concrete". Such a method that would be

reliable would be of great value in the investigation of concrete structures that have already been constructed where there might be some question about the ~~quality~~ QUANTITY of any of the ingredients used. This is not such a hard problem if you have samples of all the ingredients that were used in the concrete being examined. Analysis of these materials assists greatly in making corrections of certain factors. However, this is not always possible.

An investigation made by us of the above method (C 85-42) seemed to prove it was not reliable. Therefore, during this year we prepared some Portland cement concrete specimens of known weights of various combinations of different aggregates and will determine the percent of Portland cement content by the above and other methods. This work will not be completed until some time during 1945. We hope this investigation will develop a reliable method for this determination.

Investigation 44-4. Comparing Effect of Cement Flue Dust and Limestone Dust on Bitumen in Sheet Asphalt Mixtures.

A manufacturer of Portland cement submitted to us a sample of so-called "Cement Flue Dust" which evidently is an accumulation of dust in the kiln stacks during the manufacture of Portland cement. This is a very fine material and being partly limestone they felt that we might use this as a filler in place of our conventional limestone dust in the preparation of bituminous concrete and sheet asphalt mixtures. To determine whether it had any value as a filler, sheet asphalt mixtures were prepared in the Laboratory using the conventional limestone dust with which we have had very good success and with the cement flue dust, allowing them to age and then extracting the bitumen from these mixtures after a period of 6 months and examining the same for any reduction in penetration and ductility. The greater reduction in these two qualities is an indication of hardening of the bitumen which is not desirable because the pavement in which it is used may crack or deteriorate. It was found that the cement flue dust reduced the penetration and ductility considerably as compared to the limestone dust. It was, therefore, concluded and was reported to the company that cement flue dust would not be acceptable in this State for use as a filler in the preparation of bituminous concrete or sheet asphalt mixtures.

Investigation 44-5. Guard Rail Post Deterioration, Suggestion No. 156.

As a result of Suggestion No. 156 submitted through the Department's Suggestion Committee, this Division was asked to cooperate in the conducting of the research required to determine the value, if any, of this suggestion. This has not been started as yet with the exception of the selection of the location where posts are to be installed.

This work involves the installation of treated wooden guard rail posts under several different conditions of installation of the posts below the ground line and also different types of material used for treatment of the posts. The Maintenance Division is to arrange to secure the posts for this investigation.

Investigation 44-6. Soil for Mud Jack Aggregate.

An investigation has been attempted on soils being used in mud jack work for the lifting of slabs in concrete highways. Previous to this year,

practically no work had been done along this line and we believe that valuable information has been reported and it is hoped we may be able to make some further investigations along this line in the near future.

Investigation 44-7. Shoulder Stabilization.

This investigation never developed any further than one trip over several of our highways by Mr. Ralph Sherman, Sr. Testing Engineer, in company with Mr. A.W. Muir, Mr. Wm. Van Breemen, and Dr. Winterkorn, of Princeton University. It was hoped that a highway research project could be developed in cooperation with Princeton University, represented by Dr. Winterkorn, to determine the best possible construction to be used to greatly reduce the maintenance on shoulders on our highways.

Investigation 44-8. Masonry Paint.

There was submitted to us a sample of water emulsion paint for investigation as to its possible use as a traffic paint for painting traffic lines. Before making an analysis on the paint it was desirable to determine what durability this paint had when applied on a highway subjected to fairly heavy traffic. The paint was applied on a highway adjacent the Laboratory over which approximately 3,000 vehicles traveled per day. It developed that this paint as represented by this sample had no value as a traffic paint because within the first 24 hours the white pigment disappeared but the binder in the paint seemed to be of very good quality. These conditions were reported to the manufacturer for his information. From these tests it was definitely determined that this paint would not be satisfactory for use as a traffic paint.

The above are the major investigations carried out this year but several others were conducted that might be of interest which are as follows:

1. Where salts have to be applied to concrete surfaces for deicing purposes there may develop some scaling of the concrete due to the attack thereof by these salts. This is particularly true within the first 4 years after construction of a concrete road. This condition has been very seriously considered by engineers and producers of Portland cement the country over. As a result of research and investigation, it was found that Portland cement treated with certain materials would develop a concrete that was immune to the action of these salts. We have carried out some preliminary tests made in connection with this type of treated cement in preparation for further investigation and study. It is hoped that during the coming year we may be able to place some concrete in which this type of cement is used in some project adjacent to our standard concrete so that they will be subjected to the same conditions of travel and salt application. This would enable us to determine whether there would be any advantage for us to use a treated cement in place of our present standard Portland cement.

2. This Division cooperated with the Construction Division on quite an extensive soil investigation for the purpose of determining primarily the condition of some subbase and subgrade material where failures had occurred.

3. We are still cooperating with the War Production Board and the Highway Research Council in allowing the painting of traffic paints of different compositions and materials on our Route 29 for the purpose of endeavoring to determine the best kinds of materials and proportions thereof to secure the most durable paint for use as a traffic paint. This research has been going on for a couple of years and no definite conclusions have been drawn as yet.

4. We found some difficulty in endeavoring to determine the exact amount of tar used in Bituminous Concrete Type T mixtures prepared and laid on our highways. We found the difficulty seemed to lie in the amount of moisture content in the aggregate and the amount of free carbon in the tar. When tar is extracted from the mixtures the free carbon is left in with the aggregate and a correction must be made therefor and it seemed evident that we were not getting out all of the moisture content in the aggregates. This investigation was started last year and will be concluded the early part of next year.

5. Work is still being continued to further perfect an abrasive test which we started several years ago in an endeavor to develop a Laboratory test that would predetermine the life expectancy of a traffic paint. The apparatus used is one that we have had in the Laboratory for a good many years and because of its construction it is adaptable for use in this type of test. However, because of the age of this piece of apparatus certain matters have developed which have required considerable work to correct. Further work will be done along these lines.

6. Some 29 sands used for concrete from different areas in New Jersey were collected and investigated according to all standard practice and tests in addition to tests required by our own specifications. It was thought this information might be desirable for reference. This work will be completed the early part of the coming year.

SUGGESTIONS AND RECOMMENDATIONS

General

It is realized that the existing conditions due to the present war are not very conducive to putting into effect very extensive research and investigation programs involving any of our present problems primarily because of the present personnel situation. However, the following suggestions and recommendations are offered for consideration by the Department. Due to the fact that our construction program has been curtailed, it might be well worth while to consider these and other suggestions and recommendations at this time so that if they do merit any consideration they might become effective when the opportunity presents itself.

1. In the 1943 Report of this Division, it was suggested by the writer that the Department should give very serious consideration to the possibility of arranging with either the University of Princeton or Rutgers University, or both, joint highway research projects which might be conducted by them in cooperation with our Department. These research projects as previously stated are quite necessary for improvements in the building of our highways and bridges. Joint research projects of this kind are carried out by other

states in cooperation with their local universities, the results of which, from reports I have seen and from conversations with members of the highway and bridge organizations of these several states, have been very gratifying.

I believe such research projects are looked upon with a great deal of favor by the university and educational agencies because they broaden their scope of training to the student in that he is put in direct contact with actual and practical construction.

The State Highway Departments of Indiana, Michigan and Missouri have and are still carrying on such projects with their local universities.

2. If joint highway research projects can not be conducted as suggested above then we should provide the necessary facilities and personnel to conduct our own investigations and research. The Construction Division has at the present time a small research organization that could be expanded under its present leadership to conduct such research as might be desirable. The work being done by this organization at present with its poor facilities and small personnel is ample proof of the value of research and investigation work to the Department. If its facilities and personnel were expanded it could cover not only problems concerning roads and bridges constructed on our main highway system but also those involving the construction of our secondary system or what we might term "Township, Boro and County Highways". The Testing Division could assist this organization in conducting any tests that might be required in the development of any of their research.

I have always felt that this Department has never done enough research and investigations of the problems confronting them in the construction of our highways and bridges. I think this deserves very serious consideration.

3. I believe it might also be well for the Department to consider the employment of a Soils Engineer who could work directly under the above mentioned research organization. The importance of having someone who understands the mechanics of soil, I think, would be very valuable to us in the development of proper subgrades and subbases upon which our highways are laid, also in the development of the stabilization of soils by the use of such materials as Portland cement and bitumens. The use of bitumens in the stabilization of soils is developing quite rapidly. Several of our counties are using such materials in the stabilization of gravel roads for the construction of road surfaces. In the southern part of our State where we have been endowed with good road gravels satisfactory for road surfaces we find that these materials are becoming depleted. Therefore, the next best thing is to find new methods of treating these road gravels so that the interval between replacements will be much longer. Also, in other parts of the State, such gravels are not available and the nature of the existing soil is such that it has to be replaced to build a satisfactory surface. If proper studies could be made of such soils by a competent Soils Engineer, some way might be worked out to use them without replacement.

4. The suggestion is offered for consideration for the setting up of a so-called "Research Committee" before which any research problems might first

be presented for consideration as to whether it would warrant investigation. No suggestions are offered as to the setup of this committee but I believe it might have some value as to bringing before the Department the problems of any of the divisions upon which research or investigations are desirable. I think we are working too much at the present time as individual Divisions. I realize also that the problems of one division may not be of any interest at all to other divisions.

5. It is recommended that our counselor be asked to draft a law or laws covering the purchase of bituminous materials used in this State, particularly in having the seller furnish the buyer with authentic and accurate records of the quantities of material furnished and supplied to the buyer.

In connection with this matter, I took up with Mr. John F. Sinnott, State Superintendent of Weights and Measures, in December last the question as to whether there were any laws in the State controlling the purchase of such bituminous materials as are used by us for highway construction. From correspondence and conversations with his deputy apparently there is nothing in present laws covering this matter.

Several years ago, there was set up by this Department our own method of procedure in determining the quantities purchased but apparently this procedure has no legal status.

I think this matter should be given consideration at the earliest possible moment.

MISCELLANEOUS

This Division is asked to do testing and inspection work of materials for individuals and companies which have no connection with any State Highway work. In most cases this service is rendered because the person requesting the same has not been able to find services other places. During the past year we did such testing and inspection and made charges for the same in all cases, the amount of which was $528.74.

Cooperation and assistance was extended to the Panelyte Corporation of Trenton in connection with government inspection of their war contracts to the extent of 23-1/4 hours. We also assisted this company in connection with some of their routine work to the extent of 74-1/2 hours for which they paid. This latter assistance was given because of their own equipment having broken down.

Demonstrations were given to two U.S. Defense Classes on Inspection Technique and one to a Student War Training Class under Professor Sollenberger of Princeton University.

I want to express my deep appreciation for the splendid cooperation of the employees of this Division and all other divisions, particularly the

Equipment Division. They have saved the Department considerable monies because of their making for this Division some intricate pieces of apparatus that are used for testing materials. These particular pieces of apparatus are of special construction and can not be purchased in the open market.

Respectfully Submitted,

Fred H. Baumann

Fred H. Baumann,
Chief, Testing Division.

ANNUAL REPORT

OF THE

REAL ESTATE DIVISION

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1944

April 2, 1945

Honorable Spencer Miller, Jr.
State Highway Commissioner
State House Annex
Trenton, New Jersey

Dear Commissioner Miller:

I respectfully submit herewith the Annual Report of the Bureau of Negotiations and Appraisals for the year 1944.

J. W. Aymar

John W. Aymar
Senior Right of Way Agent

The policy inaugurated in respect to right of way acquisitions by State Highway Commissioner Spencer Miller, Jr. continued to prove effective during 1944. While the number of parcels acquired was less than it has been for many years, the percentage acquired without resort to condemnation proceedings was gratifying; and an exceptionally high percentage of the awards rendered in the few cases that did go to condemnation were within the range of our appraisals.

A considerable saving has been effected by relying solely on departmental appraisals on the great majority of parcels acquired by agreement. Non-departmental appraisals by the best qualified experts available were secured mainly in cases which involved elements of a highly technical nature or unusually large sums of money.

Expert witnesses outside of the Department were employed in all condemnation cases, except those that were uncontested, due to the

tendency on the part of condemnation commissioners and juries to assume that the departmental appraisers would be somewhat biased in their opinions merely because they are regular employees. This opinion is held despite the fact that the records in the majority of condemnation cases show that the valuations testified to by appraisers employed by property owners on a fee basis are usually considerably more in excess of awards than the departmental appraisals are below awards.

During the year 259 cases were acted on involving the acquisition of land for highway right of ways. Of this number, 218 were cases on which no previous action had been taken. These 218 new cases include:- 177 cases that were acquired by agreement, 4 cases settled by compromissary agreement after condemnation proceedings had been authorized, 3 cases on which condemnation awards were rendered, and 34 cases on which condemnation proceedings are still pending.

These figures show that 84.4% of the 218 new cases were settled by agreement, and condemnation proceedings are pending on the remaining 15.6%. It is quite likely, however, that many of them will be acquired by compromissary agreements, and that the percentage of cases settled without resorting to actual condemnation hearings will thus be increased. Of the 34 cases representing 15.6%, 9 cases or 4.1% of the 218 new cases would have had to be acquired by condemnation in any event because of involved titles or inability to locate owner, so only 25 cases or 11.4% of the total were authorized for condemnation because of disagreement with property owners as to price.

Of the 259 cases previously mentioned as the total acted on in 1944, 41 cases were carried over from previous years. Of these, 17 were settled by agreement without resorting to condemnation, and 24 cases were acquired either

by condemnation awards or by settlements subsequent to awards.

The total number of condemnation cases on which awards were made during the year was 27, three of which were authorized for condemnation in 1943 and 24 in previous years. Of these 27 cases only 8 were condemned because of disagreement as to price; the remaining 19 being condemned because of involved titles or our inability to locate owners. Approximately 77.7% of the awards rendered on all condemnation cases held during the year were in accordance with our appraisals.

The lands acquired during the year are for right of way on 134 sections of highways throughout the State and include properties located in each of the 21 counties. The volume of new work was small as was to be expected under existing conditions. We took advantage of the opportunity thus afforded to dispose of a

number of somewhat involved cases of minor importance that had been pending for several years.

The largest single project on which right of way was acquired during the period of the war is Route S3, Section 5 through Rutherford, on which negotiations were started in 1942. It is felt that the results attained on this project are of sufficient interest to be set forth in some detail.

The total purchase price of 126 parcels acquired on this project was $813,407.05 including the resale value amounting to $4,605.00 of 9 buildings retained by owners to be removed by them to other locations as part of the consideration they received for their properties. This total purchase price is $37,058.26 or 4.7% above the departmental appraisals and $46,285.55 or 5.3% less than the highest outside appraisals. Negotiations were conducted in the face of a rising market as Rutherford is in a

defense area where an acute housing shortage exists. The excess of 4.7% paid over departmental appraisals is more than offset by the enhancement in value of the property acquired since the original appraisals were made in 1942.

Of the fund amounting to $982,927.07 set up to cover all the 145 parcels on the entire project based on the highest appraisals, $169,157.52 remained at the end of the year to cover 13 cases on which negotiations had not been concluded, 6 cases on which condemnation was pending, and contractual obligations amounting to $7,572.00 incurred in connection with settlements made.

At the time of writing this report (April 1945) we know that the 13 open and 6 condemnation cases, together with the contractual obligations, should not cost over about $142,700.00. Our balance of $169,157.52 is therefore approximately $26,450.00 in excess of

actual requirements. The total saving on the entire project will therefore be about $72,743.00 made up of the $46,285.55 saved on the 126 parcels purchased by agreement and $26,457.52 on the 19 remaining cases.

In addition to this saving, $50,236.41 was obtained through the sale of 107 buildings (including those retained by owners) which the purchasers were obligated to remove from the right of way without expense to the State. Thus the total cost of right of way for the entire project will be about $122,980.00 less than the appropriation of $982,927.07 which, as previously stated, was based on the highest appraisals.

The contractual obligations of $7,572.00 includes a charge of $4,125.00 to right of way by our Maintenance Division to cover the cost of filling in the foundations of buildings that were removed. This work was done at the request of the Mayor of Rutherford to eliminate the danger of children falling into the open pits and to avoid those pits from becoming

mosquito breeding places.

By the end of the year, the right of way had been cleared of 96 buildings, which includes 9 that the original owners retained under the terms of our agreements with them, and 87 that were sold en bloc to a company especially organized to move and reset them in other locations. This progress indicates that the entire right of way will be cleared well in advance of highway construction and demonstrates the advantages to be gained by starting negotiations early.

During the course of the year preliminary estimates of the cost of the right of way were made on 50 alternate lines for post war projects, the plans for most of which are rapidly reaching completion.

Our Right of Way Agents and Negotiators have also assisted the Law Department in the preparation of condemnation cases and have been present at all hearings to testify as to real estate values and other technical matters

when called upon to do so.

A high standard of courtesy, consideration and fairness has been maintained in all our dealings with property owners and their representatives which is apparently having the desired effect of improving our public relations.

Effect of Modern Highway Design on Right of Way Acquisitions.

The development of our modern highways, especially during the last 15 to 20 years, has materially complicated the problems with which we are confronted in acquiring property for highway right of ways. During that period the relation between location and design has become increasingly important in view of the constantly mounting cost of property. While the great majority of the parcels of land acquired are now, as they have always been, partial takings, the element of resultant damages to remaining property was usually negligible as compared to what it is at present.

In the early days of the Department roads conformed more nearly to the topography of the land both as to alignment and grade. In most cases they followed the alignment of existing roads, excepting for the elimination of very excessive grades and sharp turns. The rural districts were being made more accessible by the construction of hard surfaced roads which property owners generally recognized as being beneficial to themselves as well as to the general public. Many owners dedicated the portions of their lands needed for road improvements, and were often even disappointed if the new road did not pass through their lands.

Prior to 1927, in this State about one-third of all property required for State highway improvements was donated. Times have changed, however. The rural districts have long since been made readily accessible at all seasons of the year by the construction of hard surfaced roads. Farmers on the whole do not welcome the construction of modern high speed roads through their lands, especially when such roads are in deep depressions or on high embankments which effectively sever their lands and make farming operations more difficult. The result is that they are now thinking in terms of damages sustained rather than of the benefits they will receive.

A similar situation has developed in respect to urban property, one example of which will serve to illustrate. In former years when a residential street was taken over as a State highway and a strip of land for widening was acquired from abutting owners, they usually conceded that the unit front foot value of their lots on the new widened and improved road would be at least equal to their value on the existing street. Today, however, we are confronted with the fact that heavily travelled high speed highways are detrimental to residential values. The prices we have had to pay reflect these

damages in locations where the strip acquired was taken from property restricted to residential use.

These damages in sum total were not offset to any great extent by the fact that the value of unrestricted property in certain locations was probably enhanced for business use. That consideration involved an element of speculation in the majority of such cases, and owners should be and are given the benefit of any reasonable doubt as to future developments. Damages of this nature are usually either non-existent or considerably less when highways through built-up areas have a right of way wide enough to include marginal roads on both sides. In this respect, depressed roadways for through traffic, with marginal roads conforming to the grades of existing streets, are the least damaging in urban areas, but the additional cost of that type of construction tends to offset the saving in right of way expenditures.

The relation between highway location and design is of course a broad subject about which volumes can be written. It is the purpose of these few paragraphs merely to point out a few of the many factors that make right of way acquisitions more complicated and

more expensive than they were formerly.

One of the recent studies made by our Division of Survey and Plans for the design of a proposed main highway through the metropolitan area serves to highlight the effect of modern design on right of way costs. This design embodies twenty-five overpasses, five underpasses, one viaduct, and one traffic circle in a distance of about eleven miles. These features are necessary to insure the free flow of traffic with a maximum degree of safety. The embankments and slopes required for the approaches to such grade separations naturally have a detrimental effect on property bordering the highway and the intersecting streets, excepting where marginal lands are acquired for a parkway. While parkways when properly laid out require considerably more land than an ordinary dualized highway, the taxpayers receive far greater value for their investment. Instead of paying damages to remaining lands, the State would acquire them for the purpose of beautification at a relatively small additional cost. It is believed that such roads would be a sound investment from an economic standpoint.

The plan that has recently been adopted by the State Legislature and approved by Governor Edge, desig-

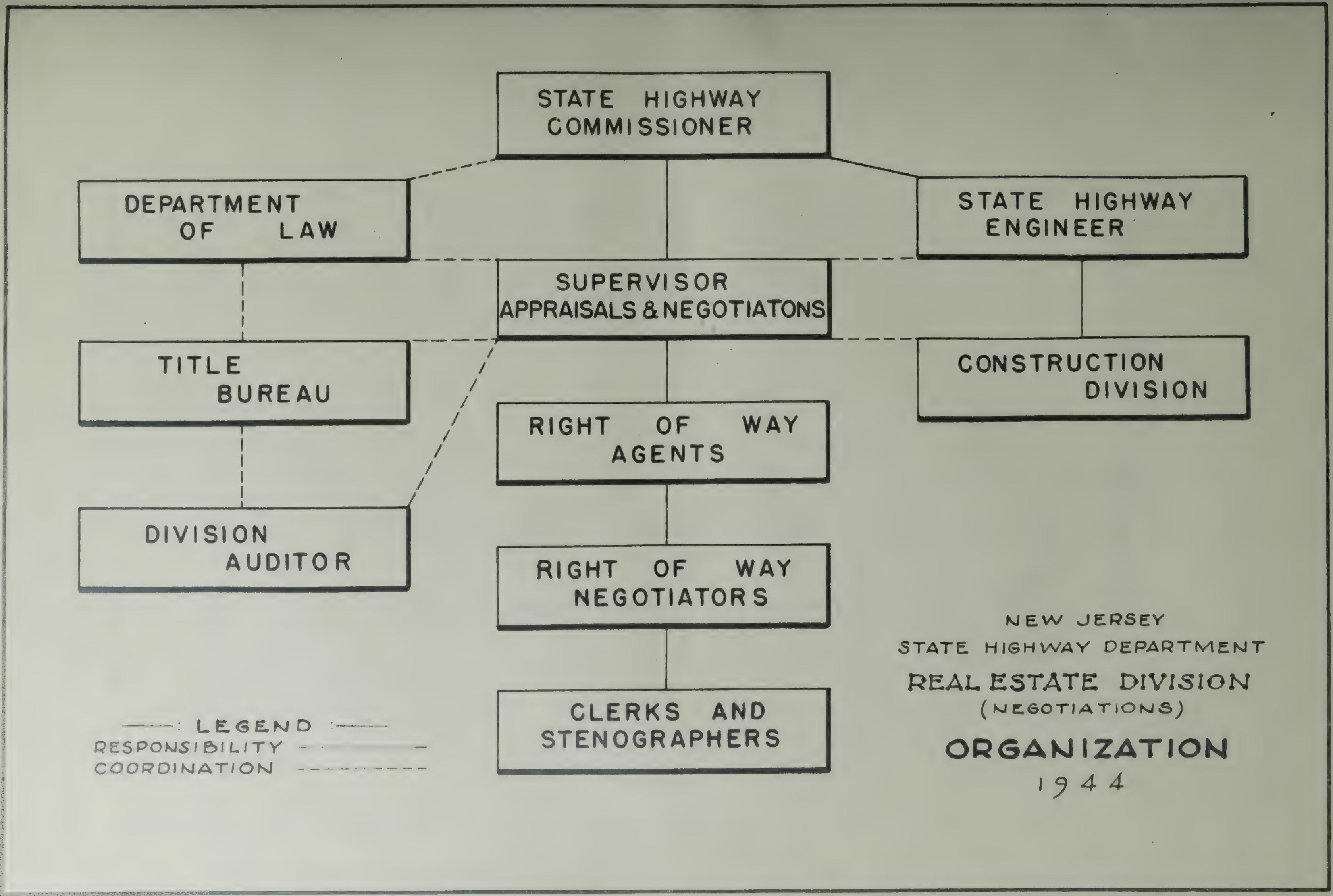
nating the portion of Route 29 between Mountainside and North Plainfield as the "Blue Star Drive," is a progressive act. It is to be hoped that many similar and more extensive beautification projects will be authorized from time to time and put into effect throughout the State, with a view to establishing an extensive parkway system. When that is accomplished those of our citizens who are not bent solely on getting to some destination in the shortest time possible will follow the parkways, while others to whom time is of the essence will travel the main arteries.

For the benefit of the latter group "express ways" or "controlled access roads" may be provided for in the future when and if enabling legislation is passed. Meanwhile, it may be said that experience in certain other states indicates that while the right of way for this type of road costs more than for ordinary roads, the actual cost for such projects on new alignment is less than might be expected. This is true despite the fact that such a project imposes restrictions on bordering lands that remain in private ownership and deprives them of all rights of egress and ingress from and to the main highway.

PERSONNEL OF BUREAU OF APPRAISALS AND NEGOTIATIONS

JANUARY 1, 1944 to DECEMBER 31, 1944

Aymar, J. W.	Supervisor-Appraisals & Negotiations
Kramer, H. N.	Right of Way Agent
Lincoln, A. C.	Right of Way Agent
Stewart, T. W.	Right of Way Agent
Walklet, J. J.	Right of Way Agent
Dawes, M.	Right of Way Negotiator
Hancock, W. R.	Right of Way Negotiator
Ireton, F. A.	Right of Way Negotiator
Balbresky, M.	Senior Clerk
Beilinson, H.	Senior Clerk Stenographer
Manion, A. M.	Senior Clerk Stenographer
O'Hara, J.	Senior Clerk Stenographer
St. John, A.	Senior Clerk Stenographer
Lefkowitz, S.	Clerk Stenographer
Watt, J.	Auditor


NEW JERSEY
STATE HIGHWAY DEPARTMENT
REAL ESTATE DIVISION
(NEGOTIATIONS)
ORGANIZATION
1944

PERSONNEL OF TITLE BUREAU
JANUARY 1, 1944 TO DECEMBER 31, 1944.

Vollmer, F.	Title Officer
Drake, E. H.	Asst. Title Officer
Brown, J. G.	Title Examiner
Johnson, M. R.	" "
Kirk, W., Jr.	" "
Prout, J. L.	" "
Rebbeck, V. J.	" "
Rogers, W. L.	" "
Sams, V. B.	" "
Seggel, O. F.	" "
Silverstein, H. C.	" "
Skillman, F. O.	" "
Ward, B. A.	" "
Adler, L.	Title Searcher
Cohen, M. E.	" "
Denmead, H. W.	" "
Hood, G. R.	" "
Hulit, F. V.	" "
Layton, F. S.	" "
Masterton, W. W.	" "
Ruderman, B.	" "
Schatzman, F.	" "
Schiller, W. H.	" "
Swackhamer, M. D.	" "
Ward, M. G.	" "
Ward, P.	" "
Weisman, H.	" "
Naples, L. S.	Senior Clerk Stenographer
Brenna, F.	Clerk Stenographer
Blinn, D. S.	Clerk Typist
Laffan, J. H.	" "
Martin, F.	" "
MacDougall, T. V.	Asst. Highway Engineer

EMPLOYEES WORKING UNDER THE SUPERVISION OF THE DIVISION OF SURVEY & PLANS, MOST OF WHOSE SALARIES ARE TRANSFERRED TO THE BUREAU OF APPRAISALS & NEGOTIATIONS.

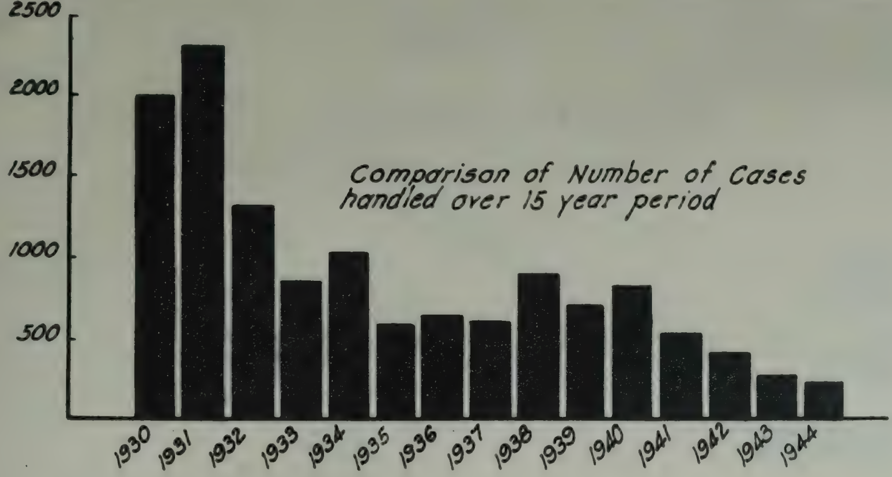
Vogel, R.	Right of Way Engineer
Cohen, A.	Senior Highway Engineer
Fowler, H.	Resident Highway Engineer
Temperley, C.	" " "
Bole, W.	Asst. Highway Engineer
Stephan, H.	" " "
Lozier, O.	" " "
Frascella, T.	Map Draftsman
Filipponi, M.	Clerk Stenographer
Finkle, L.	" "

EMPLOYEES WHO ARE ON THE PAYROLL OF THE REAL ESTATE DIVISION ALTHOUGH THEIR WORK IS NOT DIRECTLY CONNECTED WITH ITS ACTIVITIES.

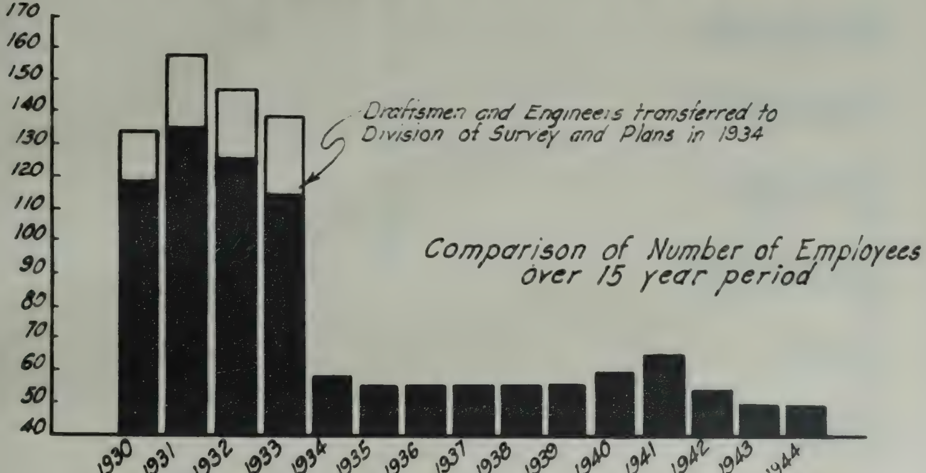
Newmark, J. J.	Special Engineer
Spector, A. G.	Clerk Stenographer

COST OF OPERATING THE REAL ESTATE DIVISION FOR THE YEAR 1944.

Salaries	$153,303.27
Traveling Expense	1,889.94
Office Supplies	547.61
Office Equipment	-
Telephone	1,474.30
Postage	333.76
Dept. Auto & Truck Use	9,117.46
Blue Prints & Printing	2,791.69
Advertising	651.14
Special Services (Appraisals-Titles, etc.)	6,019.65
Miscellaneous	51.35
	$176,180.17

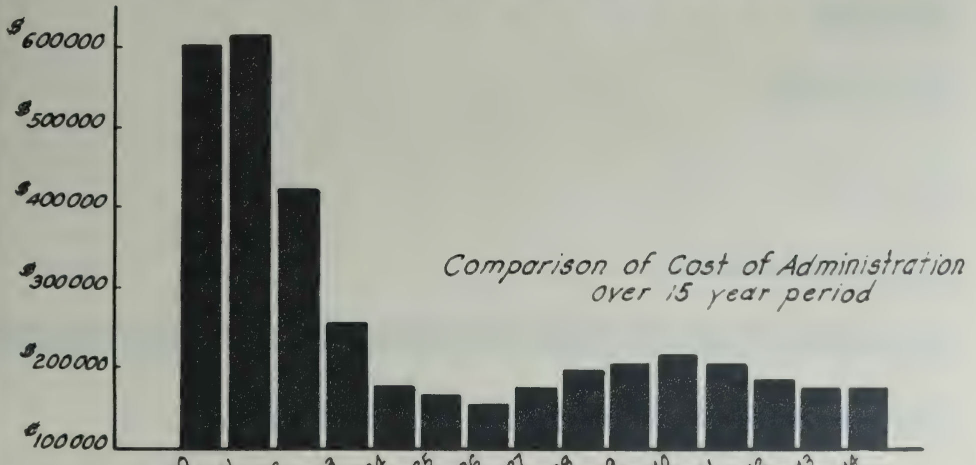


Comparison of Number of Cases handled over 15 year period

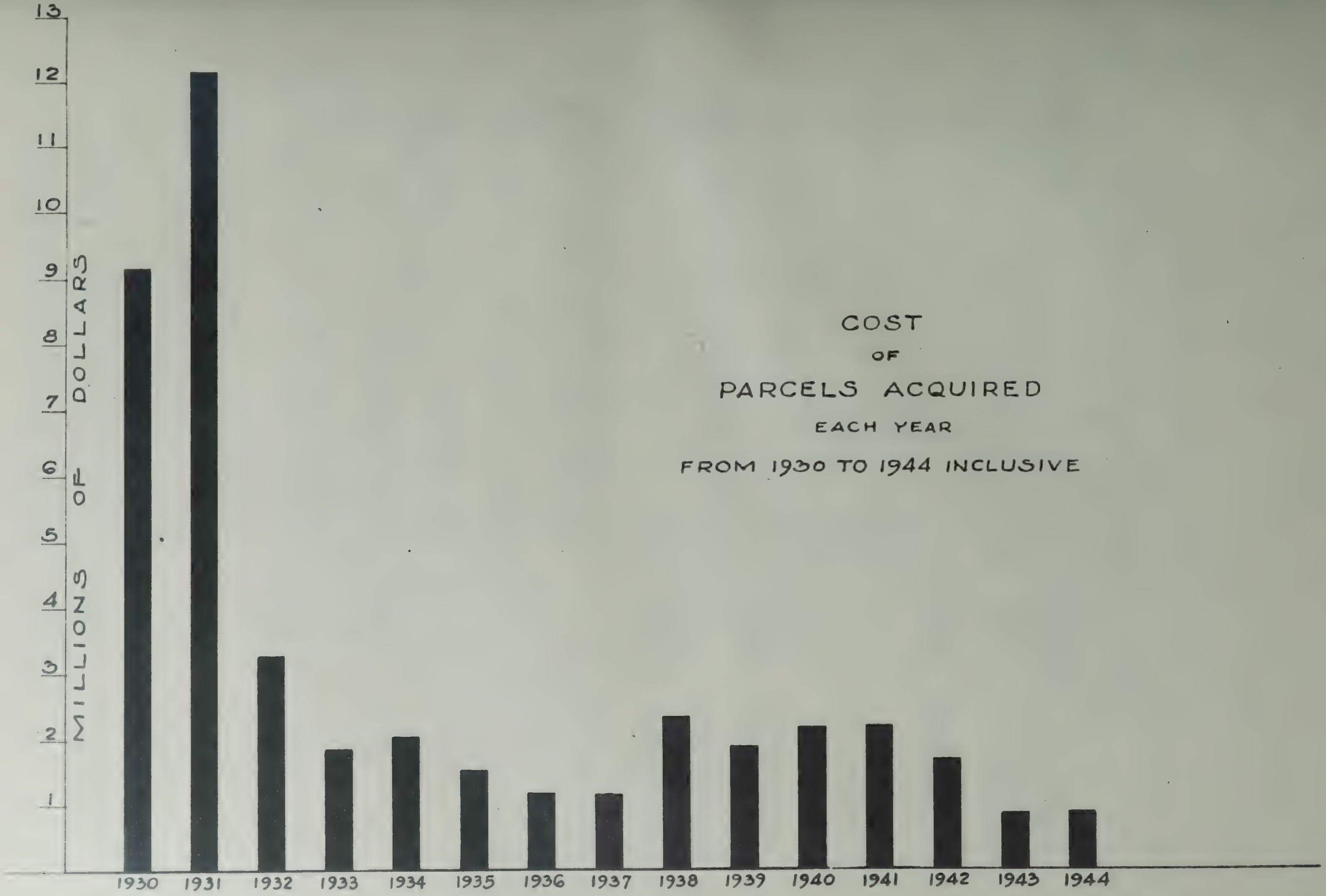


Comparison of Number of Employees over 15 year period

Draftsmen and Engineers transferred to Division of Survey and Plans in 1934



Comparison of Cost of Administration over 15 year period



COST
OF
PARCELS ACQUIRED
EACH YEAR
FROM 1930 TO 1944 INCLUSIVE

SUMMARY OF 1944 REAL ESTATE ACQUISITIONS

Figures hereon are the columnar totals shown on the last page of the following tabulation, grouped in accordance with the key diagram on the preceding page.

AGREEMENTS	No.of Par.	Amount
Original Agreements..........................	177	$ 745,692.36
Compromissary Agree. 1944 authorization...	4	11,534.00
Compromissary Agree. old authorization....	17	59,286.00
Total number of agreements and amount approved during 1944.....................	198	$ 816,512.36

AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS		
Awards or settlements subsequent to awards on 1944 authorizations......................	3	$ 1,462.20
Awards or settlements subsequent to awards on old authorizations.....................	24	16,997.06
Total awards or settlements subsequent to awards approved during 1944...............	27	$ 18,459.26

TOTAL NUMBER OF PARCELS SETTLED DURING 1944		
Agreements................................	198	$ 816,512.36
Awards or settlements subsequent to awards	27	18,459.26
Total number parcels settled during 1944..	225	$ 834,971.62

TOTAL NUMBER OF PARCELS AND AMOUNTS AUTHORIZED FOR CONDEMNATION DURING 1944...	41	$ 139,310.22

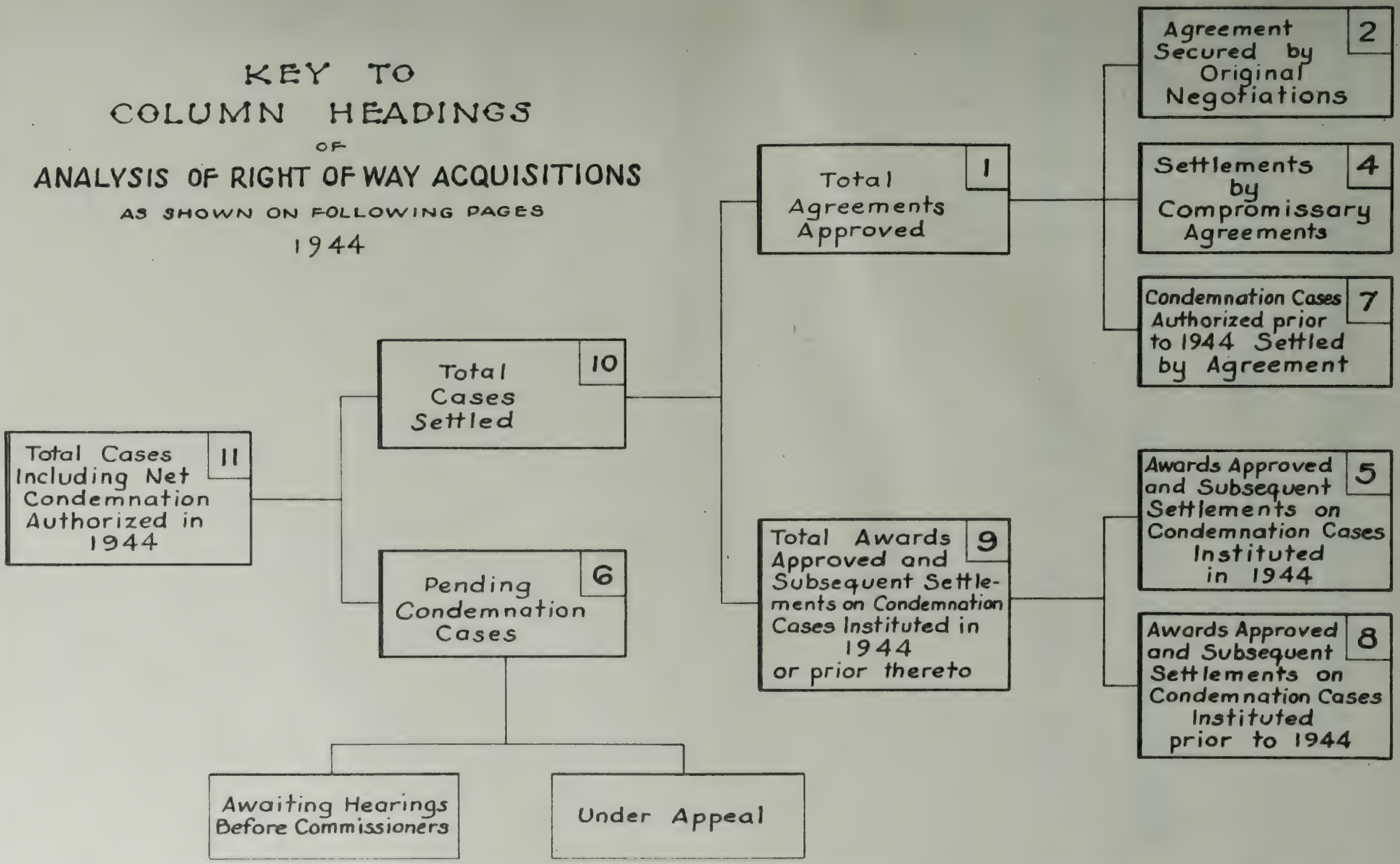
Of this number 4 parcels were settled by agreement and 3 parcels on which awards were approved, leaving 34 parcels authorized during 1944 which are still pending.

TOTAL NUMBER OF PARCELS ACTED ON BY THE COMMISSIONER DURING 1944. (INCLUDES NET CONDEMNATIONS AUTHORIZED)		
Total number of agreements approved.......	198	$ 816,512.36
Total number of awards or settlements subsequent to awards......................	27	18,459.26
Total number of net condemnations pending on 1944 authorizations....................	34	126,314.02
	259	$ 961,285.64

TOTAL NUMBER OF PARCELS AUTHORIZED FOR CONDEMNATION WHICH ARE STILL PENDING.		
Authorizations previous to Jan. 1, 1944 which are still pending...................	80	$ 147,601.89
Authorized during 1944 (still pending)....	34	126,314.02
Total number of parcels authorized for condemnation which are still pending......	114	$ 273,915.91

OPEN CASES NEVER ACTED ON................	354	

KEY TO
COLUMN HEADINGS
OF
ANALYSIS OF RIGHT OF WAY ACQUISITIONS
AS SHOWN ON FOLLOWING PAGES
1944


Total Cases Including Net Condemnation Authorized in 1944
11
Total Cases Settled
10
Pending Condemnation Cases
6
Awaiting Hearings Before Commissioners
Under Appeal
Total Agreements Approved
1
Total Awards Approved and Subsequent Settlements on Condemnation Cases Instituted in 1944 or prior thereto
9
Agreement Secured by Original Negotiations
2
Settlements by Compromissary Agreements
4
Condemnation Cases Authorized prior to 1944 Settled by Agreement
7
Awards Approved and Subsequent Settlements on Condemnation Cases Instituted in 1944
5
Awards Approved and Subsequent Settlements on Condemnation Cases Instituted prior to 1944
8

3 — Total number of Condemnation Cases authorized in 1944. (Includes cases listed under Nos. 4 5 & 6

12 — Condemnation Cases still pending in 1944, which were authorized prior to 1944.

13 — Total Condemnation Cases Pending. (Includes cases listed under Nos. 6 12

14 — Number of properties required on authorized projects still under negotiation.

ANALYSIS OF RIGHT OF WAY ACQUISITION 1944

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1944				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
						3 TOTAL CONDEMNATIONS AUTHORIZED		4 SETTLED BY COMPROMISORY AGREEMENTS		5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS		6 PENDING		7 BY AGREEMENT		8 BY AWARD OR SUBSEQUENT TO AWARDS												
ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
1	1																											1
1	2																											
3	1	1	450.00	1	450.00															1	450.00	1	450.00					
1	4D																											2
1	Bergen Turnpike																											1
1	Point Lookout																											1
1 Ext.	14B																											2
S-1	1	1	100.00	1	100.00															1	100.00	1	100.00					
Camden Ext.	Ent.Rd. 2	1	820.00	1	820.00															1	820.00	1	820.00					
3	1B-2D	11	8,857.50	11	8,857.50															11	8,857.50	11	8,857.50					15
3	4A																							1	321.60	1	321.60	
3	5																											3
3	10																											1
3	13																											1
S-3	1	1	3,000.00	1	3,000.00	1	600.00					1	600.00							1	3,000.00	2	3,600.00	5	1,721.64	6	2,321.64	5
S-3	3					2	21,558.50					2	21,558.50									2	21,558.50			2	21,558.50	4
S-3	4	19	57,310.20	19	57,310.20	3	9,273.00					3	9,273.00							19	57,310.20	22	66,583.20			3	9,273.00	24
S-3	5	43	265,687.00	37	229,522.00	7	41,311.12	2	8,315.00			5	32,996.12	4	27,850.00					43	265,687.00	48	298,683.12	2	6,300.00	7	39,296.12	12
4	38	2	19,700.00	2	19,700.00															2	19,700.00	2	19,700.00					1
4	40	1	500.00											1	500.00					1	500.00	1	500.00					
4	41																											1
S-4B	1																							1	808.50	1	808.50	5
S-4B	2	2	2,500.08	1	2,250.08									1	250.00					2	2,500.08	2	2,500.08					5
S-4B	3																											2
S-4	Outer-bridge																											1
	Total	82	$358,924.78	74	$322,009.78	13	$72,742.62	2	$8,315.00			11	$64,427.62	6	$28,600.00					82	$358,924.78	93	$423,352.40	9	$9,151.74	20	$73,579.36	87

ANALYSIS OF RIGHT OF WAY ACQUISITION 1944

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1944				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
						3 TOTAL CONDEMNATIONS AUTHORIZED		4 SETTLED BY COMPROMISORY AGREEMENTS		5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS		6 PENDING		7 BY AGREEMENT		8 BY AWARD OR SUBSEQUENT TO AWARDS												
ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
4	Conn. to Somers Point	2	505.00	1	5.00									1	500.00	3	1,156.00	3	1,156.00	5	1,661.00	5	1,661.00	1	50.00	1	50.00	
4	Union-Rahway																							1	19,687.00	1	19,687.00	2
6	7																											2
6	8																											1
6	9					2	3,124.00					2	3,124.00									2	3,124.00	2	67.25	4	3,191.25	5
6	21																							1	1,707.60	1	1,707.60	1
6	23	24	51,906.00	23	49,887.00	3	18,606.10	1	2,019.00			2	16,587.10							24	51,906.00	26	68,493.10			2	16,587.10	11
6	24																											4
10-3	Conn. Link-1																											6
12	1	1	15.00	1	15.00															1	15.00	1	15.00					
15	8																							1	270.00	1	270.00	
18	1					1	300.00					1	300.00									1	300.00	2	326.30	3	626.30	1
18	2																											1
18S	16																											3
18S	19																							1	10.00	1	10.00	
20	5																							1	50.00	1	50.00	
20	7																							1	50.00	1	50.00	
21	1																											1
21	4A																											2
21	4B-4C																											6
21-25-29	Newark Jct.																											1
24 24N	22 1	2	38,206.00	1	27,000.00									1	11,206.00					2	38,206.00	2	38,206.00	1	279.95	1	279.95	3
25	3D-1A																											1
25	4																							1	13,983.00	1	13,983.00	
	Total	29	$90,632.00	26	$76,907.00	6	$22,030.10	1	$2,019.00			5	$20,011.10	2	$11,706.00	3	$1,156.00	3	$1,156.00	32	$91,788.00	37	$111,799.10	13	$36,481.10	18	$56,492.20	51

ANALYSIS OF RIGHT OF WAY ACQUISITION 1944

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1944				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
						3 TOTAL CONDEMNATIONS AUTHORIZED		4 SETTLED BY COMPROMISORY AGREEMENTS		5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS		6 PENDING		7 BY AGREEMENT		8 BY AWARD OR SUBSEQUENT TO AWARDS												
ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
25	5																							1	50.00	1	50.00	
25	12															1	78.40	1	78.40	1	78.40	1	78.40	1	5.00	1	5.00	
25	23	1	200.00	1	200.00															1	200.00	1	200.00					1
25	25C 22D	5	550.00	5	550.00															5	550.00	5	550.00					
25	29																											3
25	32	2	168,001.00	2	168,001.00															2	168,001.00	2	168,001.00	1	9,320.00	1	9,320.00	6
25	33															1	3,000.00	1	3,000.00	1	3,000.00	1	3,000.00					
25	34																							4	75,130.00	4	75,130.00	2
25A		3	100,500.00	3	100,500.00															3	100,500.00	3	100,500.00					
25 S26 & 1	Traffic Circle															1	5,000.00	1	5,000.00	1	5,000.00	1	5,000.00					
25 C.L.	2 & 3																							1	190.00	1	190.00	1
26	3																											1
26	4																							1	2.00	1	2.00	
S-26	1															1	4,250.00	1	4,250.00	1	4,250.00	1	4,250.00					
26 & 27	Circle																							1	74.00	1	74.00	
28	22	1	332.00	1	332.00															1	332.00	1	332.00					3
28	23	2	9,430.00	2	9,430.00															2	9,430.00	2	9,430.00					
28	24	2	9,000.00	1	4,000.00									1	5,000.00					2	9,000.00	2	9,000.00	1	25.00	1	25.00	
28	25	1	250.00											1	250.00					1	250.00	1	250.00					
S-28	1																											1
C.L. 28-24	1.&.2																							1	50.00	1	50.00	
28-29 Conn.	1-Ext.																											13
29	2-D																							2	180.00	2	180.00	3
29	3B-1C2C	1	100.00	1	100.00															1	100.00	1	100.00					
	Total	18	288,363.00	16	283,113.00									2	5,250.00	4	12,328.40	4	12,328.40	22	300,691.40	22	300,691.40	14	85,026.00	14	85,026.00	34

ANALYSIS OF RIGHT OF WAY ACQUISITION 1944

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1944				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
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ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
29	3-C																											1
29	9-W																							1	70.00	1	70.00	
29A	2																											2
30	2-A	1	5,200.00	1	5,200.00															1	5,200.00	1	5,200.00					
31	11	1	350.00	1	350.00															1	350.00	1	350.00					1
S--31	3															2	70.00	2	70.00	2	70.00	2	70.00					
S-31	5	3	6,550.00	2	5,800.00	3	36,528.00					3	36,528.00	1	750.00					3	6,550.00	6	43,078.00	1	482.00	4	37,010.00	2
33	3-D	1	245.00	1	245.00															1	245.00	1	245.00					
33-35Conn	1																							2	330.00	2	330.00	
33	At Rt 4	1	1.00	1	1.00															1	1.00	1	1.00					
34	3-W																											1
34	4																							1	33.10	1	33.10	
34	6 & 7W																							1	175.00	1	175.00	44
35	1																							1	60.00	1	60.00	
35	8-A	1	5,300.00	1	5,300.00															1	5,300.00	1	5,300.00					2
35	9																											1
35	10																							1	500.00	1	500.00	
35	38	1	3.18	1	3.18															1	3.18	1	3.18	1	326.00	1	326.00	
35	39	3	13,201.00	3	13,201.00															3	13,201.00	3	13,201.00					2
35 to 33	Asbury Ave.Conn	1	180.00											1	180.00					1	180.00	1	180.00	2	80.00	2	80.00	
35-Ext.	12,13,14																							1	500.00	1	500.00	1
36	3																							1	10.00	1	10.00	
37	4																											1
38	4	3	1,225.00	2	1,075.00									1	150.00					3	1,225.00	3	1,225.00					
	Total	16	32,255.18	13	31,175.18	3	36,528.00					3	36,528.00	3	1,080.00	2	70.00	2	70.00	18	32,325.18	21	68,853.18	13	2,566.10	16	39,094.10	58

ANALYSIS OF RIGHT OF WAY ACQUISITION 1944

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1944				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
						3 TOTAL CONDEMNATIONS AUTHORIZED		4 SETTLED BY COMPROMISORY AGREEMENTS		5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS		6 PENDING		7 BY AGREEMENT		8 BY AWARD OR SUBSEQUENT TO AWARDS												
ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
38 41 &S41	Traffic Circle																											1
39	1A &10																											1
39	1C,2A	1	350.00			1	100.00					1	100.00	1	350.00	2	2,088.91	2	2,088.91	3	2,438.91	4	2,538.91	3	4,070.10	4	4,170.10	
40	2W																							2	282.80	2	282.80	9
40	4B	1	6,000.00	1	6,000.00															1	6,000.00	1	6,000.00					
40	5B	1	2,500.00											1	2500.00	1	43.75	1	43.75	2	2,543.75	2	2,543.75	3	627.70	3	627.70	
40	6A																											1
40	10&11W	1	1,400.00	1	1,400.00															1	1,400.00	1	1,400.00					6
41	2																											1
S41	1-W																											30
S41	3	1	500.00	1	500.00															1	500.00	1	500.00					
43	12A																							1	4.50	1	4.50	2
44	2A,4A,7																							1	490.00	1	490.00	
44	2B4B&7B	2	2,990.00	1	1,790.00	2	1,700.00	1	1,200.00	1	500.00							1	500.00	3	3,490.00	3	3,490.00					15
44	4																							1	25.00	1	25.00	
44	9	2	2,866.00	2	2,866.00	2	962.20			2	962.20					4	505.00	6	1,467.20	8	4,333.20	8	4,333.20	1	400.00	1	400.00	4
44	10															1	250.00	1	250.00	1	250.00	1	250.00					
S44	1																											1
45	2															1	200.00	1	200.00	1	200.00	1	200.00					
46	4	1	1.00	1	1.00															1	1.00	1	1.00					
47	2																							1	1.00	1	1.00	
47	12																							1	1,087.00	1	1,087.00	
48	21															1	50.00	1	50.00	1	50.00	1	50.00					
48	23	1	1.00	1	1.00															1	1.00	1	1.00	1	744.88	1	744.88	
	Total	11	16,608.00	8	12,558.00	5	2,762.20	1	1,200.00	3	1,462.20	1	100.00	2	2,850.00	10	3,137.66	13	4,599.86	24	21,207.86	25	21,307.86	15	7,732.98	16	7,832.98	71

ANALYSIS OF RIGHT OF WAY ACQUISITION 1944

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1944				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
						3 TOTAL CONDEMNATIONS AUTHORIZED		4 SETTLED BY COMPROMISORY AGREEMENTS		5 APPROVED AWARDS OR SETTLEMENTS SUBSEQUENT TO AWARDS		6 PENDING		7 BY AGREEMENT		8 BY AWARD OR SUBSEQUENT TO AWARDS												
ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
48	24															5	305.00	5	305.00	5	305.00	5	305.00	2	125.00	2	125.00	1
49	13-W																							1	40.00	1	40.00	
S-49	4	2	51.00	2	51.00															2	51.00	2	51.00					
S-49	5					2	231.45					2	231.45									2	231.45			2	231.45	2
49	Millville	1	106.40	1	106.40															1	106.40	1	106.40					
54	1																							12	5,413.97	12	5,413.97	1
54	2	18	18,935.00	18	18,935.00	11	4,830.85					11	4,830.85							18	18,935.00	29	23,765.85			11	4,830.85	43
	Total	21	19,092.40	21	19,092.40	13	5,062.30					13	5,062.30			5	305.00	5	305.00	26	19,397.40	39	24,459.70	15	5,578.97	28	10,641.27	47

ANALYSIS OF RIGHT OF WAY ACQUISITION 1944

ROUTE NUMBERS		1 TOTAL AGREEMENTS		2 ORIGINAL AGREEMENTS		CONDEMNATION								OLD CONDEMNATION SETTLED IN 1944				9 TOTAL AWARDS APPROVED OR SETTLEMENTS SUBSEQUENT TO AWARDS		10 TOTAL SETTLED CASES		11 TOTAL CASES INCLUDING NET CONDEMNATIONS AUTHORIZED		12 AUTHORIZED BEFORE JAN. 1ST OLD CONDEMNATION CASES PENDING		13 TOTAL CONDEMNATION CASES PENDING		14 OPEN CASES
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ROUTE	SECTION	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.	AMOUNT	NO.
ACCESS	ROADS																											
Port St. Bet.Rt 25 & Doremus Av																												3
Naval Closure Roads	2 & 3.	15	510.00	15	510.00															15	510.00	15	510.00					2
Constable Hook																												1
Fort Dix	1																							1	1,065.00	1	1,065.00	
Fort Dix	2	3	6,575.00	2	325.00	1	185.00					1	185.00	1	6,250.00					3	6,575.00	4	6,760.00			1	185.00	
Picatinny	3	1	3,550.00											1	3,550.00					1	3,550.00	1	3,550.00					
Belle Meade A.S.P. Depot		2	2.00	2	2.00															2	2.00	2	2.00					
	Totals	21	10,637.00	19	837.00	1	185.00					1	185.00	2	9,800.00					21	10,637.00	22	10,822.00	1	1,065.00	2	1,250.00	6
Total	Sheet#1	82	358,924.78	74	322,009.78	13	72,742.62	2	8,315.00			11	64,427.62	6	28,600.00					82	358,924.78	93	423,352.40	9	9,151.74	20	73,579.36	87
"	" #2	29	90,632.00	26	76,907.00	6	22,030.10	1	2,019.00			5	20,011.10	2	11,706.00	3	1,156.00	3	1,156.00	32	91,788.00	37	111,799.10	13	36,481.10	18	56,492.20	51
"	" #3	18	288,363.00	16	283,113.00									2	5,250.00	4	12,328.40	4	12,328.40	22	300,691.40	22	300,691.40	14	85,026.00	14	85,026.00	34
"	" #4	16	32,255.18	13	31,175.18	3	36,528.00					3	36,528.00	3	1,080.00	2	70.00	2	70.00	18	32,325.18	21	68,853.18	13	2,566.10	16	39,094.10	58
"	" #5	11	16,608.00	8	12,558.00	5	2,762.20	1	1,200.00	3	1,462.20	1	100.00	2	2,850.00	10	3,137.66	13	4,599.86	24	21,207.86	25	21,307.86	15	7,732.98	16	7,832.98	71
"	" #6	21	19,092.40	21	19,092.40	13	5,062.30					13	5,062.30			5	305.00	5	305.00	26	19,397.40	39	24,459.70	15	5,578.97	28	10,641.27	47
"	" #7	21	10,637.00	19	837.00	1	185.00					1	185.00	2	9,800.00					21	10,637.00	22	10,822.00	1	1,065.00	2	1,250.00	6
Grand	Total	198	816,512.36	177	745,692.36	41	139,310.22	4	11,534.00	3	1,462.20	34	126,314.02	17	59,286.00	24	16,997.06	27	18,459.26	225	834,971.62	259	961,285.64	80	147,601.89	114	273,915.91	354

February 28, 1945.

Honorable Spencer Miller, Jr.,
State Highway Commissioner.

There is respectfully submitted report, covering the calendar year 1944, concerning the operations of the Title Bureau in the acquisition of lands by the State of New Jersey for its use in the construction of the State Highway System.

During 1944, the State Highway Commissioner approved 203 ($716,559.19) purchase contracts and 18 ($5,903.15) condemnation awards, a total of $722,462.34; 294 title investigations and 624 continuations thereof were made in the several county offices and abstracts of title prepared; 96 proceedings in the office of the Clerk in Chancery were examined and abstracts prepared; judgment searches were made in the respective offices of the Clerks of the New Jersey Supreme Court and the United States District Court against 1971 persons; abstracts of title were analyzed and 195 reports of title prepared; 326 instruments of conveyance were prepared and furnished to the State's vendors for their use; 287 executed instruments were recorded in the offices of the several County Clerks and Registers; 221 claims were certified to the Comptroller, and payment made to the State's vendors in 244 cases (whereof 83 were represented by attorneys) aggregating $745,849.99, 163 by mail, 50 at the office of the Title Bureau, and 31 at the office of the vendor's attorney, at the vendor's bank, or residence, and in 27 cases($4,762.05) condemnation awards were paid into the Court of Chancery. In addition, 472 legal notices in connection with condemnation proceedings were served on the parties in interest, 586 special investigations were made for the purpose of obtaining necessary information not of record, 92 inheritance tax waivers were abstracted, 69 death and marriage records were investigated in the Bureau of Vital Statistics, and 42 banking records were investigated in the Department of Banking and Insurance.

Frederick Vollmer

Frederick Vollmer
Title Officer.

ED-LN

Hon. Spencer Miller, Jr.
State Highway Commissioner

Dear Commissioner:

The following is a summary of the work accomplished by the Compensation and Claims office from January 1, 1944 to January 1, 1945:

Damage Claims

372 Claims Pending
9 District Court (Pending)
2 Supreme Court (Pending)
2 Common Pleas (Pending)
32 Negligence cases forwarded to Attorney General's office for the institution of suit
45 Claims Cancelled
(Drawing various legal pleadings in connection with the above)
74 Damage reports received, examined and in some cases investigated
265 Damage claims examined and authorized for billing
2 Damage claims disapproved for billing
172 House and business calls made in connection with investigation and collection of damage claims
35 Police reports secured for other divisions
97 Claims settled and paid amounting to $15260.05
44 Claims upon which part payment has been received, 18 of which were final payments, amounting to 1277.90
8 Third party claims recovered amounting to. 5601.99
$22,139.94

Workmen's Compensation Cases

30 Cases closed out by settlement, or by decision of the Workmen's Compensation Bureau, after hearings, either formal or informal
3 Cases closed out by decision of Common Pleas Court or Supreme Court on appeal
6 Pending cases now in Workmen's Compensation Bureau on formal petitions
2 Pending cases now in Workmen's Compensation Bureau on informal petitions
1 Pending case in Court of Errors and Appeals
(Drawing Respondent's Answers to Claims Petitions, Demands for Bills of Particulars, Notices and Orders in connection with the above)
284 Personal injury reports received, examined and in some cases investigated

ANNUAL REPORT

OF THE

AUDITING & ACCOUNTING BUREAU

NEW JERSEY STATE HIGHWAY DEPARTMENT

FOR THE YEAR

1944

FINANCIAL REPORT

Jan. 1, 1944 to Dec. 31, 1944

OF THE

STATE HIGHWAY DEPARTMENT

STATE OF NEW JERSEY

AUDITING AND ACCOUNTING BUREAU

INDEX

STATE HIGHWAY DEPARTMENT REPORT
Jan. 1, 1944 to Dec. 31, 1944
- FOURTH QUARTERLY REPORT -

Schedule No.
Statement of Revenues and Appropriations.............................. "A"
Statement of Expenditures and Commitments for Quarter Ending Dec. 31, 1944.............................. "B"
Statement of Total Assets and Liabilities as of Dec. 31, 1943, as of Dec. 31, 1944.............................. "C"

- - - - - - - - - - - - - - -

Itemized Statements of Expenditures and Commitments
To Dec. 31st, 1944

Construction of State Highway System:

Road Contracts.............................. 1
Bridge Contracts.............................. 2
Construction of Route 25, Section A, Roads, Bridges and Right of Way.............................. 3
Purchase of Right of Way.............................. 4 to 8

Maintenance of State Highway System:

Expenditures and Commitments.............................. 9
Distribution of Expenditures and Commitments.............................. 10
Road Maintenance Costs.............................. 10A to 10H

Electrical Division of State Highway System:

Expenditures and Commitments.............................. 11
Distribution of Expenditures and Commitments.............................. 12

Institutional Roads and Approaches:

Distribution of Expenditures and Commitments.............................. 13, 14

Improvement of Water Reservoirs (Chapter #133, P. L. 1943).............................. 15

County Aid:

Recapitulation of Funds and Disbursements.............................. 16
Analysis of Funds and Disbursements by Counties.............................. 17 to 27

State Aid Appropriation (Chapter #395, P. L. 1912).............................. 28

Township & Boro Aid:

Recapitulation of Funds and Disbursements.............................. 29
Construction, Reconstruction and Maintenance (Chapter #377, P. L. 1931).............................. 30 to 60
Maintenance (Chapter #255, P. L. 1939).............................. 61

Purchase of Plant & Equipment:

Expenditures and Commitments.............................. 62

(Forward)

INDEX

(2)

Schedule No.

Operating Expenditures:

Administration 63
Highway Planning 63
Laboratory 64
Construction Division (Engineering and Inspection) 65
Projects Division (Engineering and Inspection) 66
Right of Way (Administrative Cost of Acquiring) 67
Operation of Automobiles 68
Operation of Trucks 68
Operation of Equipment 69
Operation of Garages 69
Distribution of Plant & Equipment to Using Divisions 70
Operation of Buildings and Grounds 71
Distribution of Buildings and Grounds to Using Divisions 72
Operation of Purchase & Stores - Distribution to Using Divisions 73

War Adjustment (Chapters #124 & #125, P. L. 1943) 74

Federal Works Program (Not Included in State Funds):

Statement of Total Federal Works Program Assets and Liabilities as of December 31, 1944 75

Elimination of Hazards at Grade Crossings:

Projects Contracted for 76
Balance of Program 77

Federal Aid Secondary Projects:

Projects Contracted for 78
State Wide Highway Planning (Federal Project) 79
Federal Strategic Highway Fund - Projects Contracted for 80

Federal Defense Access Projects:

Projects Contracted for 81,82,83,84
Balance of Program 85

Status of Federal Aid Allotments:

Regular 50 - 50 86
Advance Engineering Studies 86
Hazards & Grade Crossing Eliminations 87
National Industrial Recovery Fund 87
Strategic Highway Fund 87
W.P.G. Grade Crossings Fund 87
Secondary & Feeder Roads Fund 88
Federal Defense Access Highway Fund 89

Deferred Assets:

Accounts Receivable 90 to 100
Funds in Restricted Banks 101, 102

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M. L. HOWELL
Chief Auditor and Accountant

Schedule "A"

State of New Jersey
Quarterly Report of State Highway Department
Status of Estimated Revenues and Appropriations
January 1, 1944 - June 30, 1945

Anticipated Revenue of the State Highway Fund:		Estimated Revenue to June 30,1945	Receipts on Account of Est. Revenues as of Dec.31,1944
Unappropriated Balance forward from Previous Year		$ 9,824,527.85	$ 9,728,322.92
Motor Vehicle Fees, Fines, etc.		36,100,000.00	19,166,474.50
" " Inspection Fees		562,500.00	519,374.00
Tax on Motor Fuels		21,750,000.00	15,768,047.13
Bus Excise Tax		120,000.00	81,027.09
Miscellaneous Revenue		650,000.00	676,203.65
Total Estimated		$69,007,027.85	$ 45,939,449.29
Bal. 1943 Maintenance Program		342,639.51	342,639.51
Bal. W.P.A. Program		2,956.23	2,956.23
Bal. 1942 Construction Program		98,894.70	98,894.70
Uncommitted 1943 Appropriation to Match Federal Aid for Construction		2,000,000.00	2,000,000.00
Bal. 1943 Electrical Installation and Maint. Program		145,106.27	145,106.27
Bal. by cancellation of Signal Contract		60,000.00	60,000.00
Bal. 1943 Bridge Operation Program		27,634.96	27,634.96
Bal. 1943 Purchase of Plant&Equip.Prog.		78,224.96	78,224.96
Bal. 1943 Admin.,Engr.,Insp.,and Admin. Cost of Acquiring Right of Way		144,776.94	144,776.94
Bal. of Statutory Increases and War Adjustments, Highway Department		30,109.30	30,109.30
		$71,937,370.72	$ 48,869,792.16
Less: Transfers			
Trans. to General Fund for Gen. and Educational Deficiencies	$ 2,646,583.13		
Amt. Reserved to continue War Adjustments for Employees paid from Hwy. Fund for period commencing July 1, 1944	490,000.00		
Chap.#118, Board of Commerce & Nav.	77,000.00		
Chap.#126, Guaranteed Bank Loans to Veterans of the Present War	5,000,000.00		
Chap.#254, Police & Firemen's Pension	1,000,000.00		
Bal. held as reserve for post-war needs, or to meet expenditures of an emergency nature	18,867,622.34	$28,081,205.47	
Total Revenue and Uncommitted Balances available for Appropriation and Expenditure.			$ 43,856,165.25

(Forward)

Schedule "A"

State of New Jersey
Quarterly Report of State Highway Department
Status of Estimated Revenues and Appropriations
January 1, 1944 - June 30, 1945

(2)

Appropriations Jan. 1, 1944 - June 30, 1945

State Treasurer Debt. Service:			
State Highway Bonds	$6,217,621.00		
Institution & Agency Bonds	884,537.50		$ 7,102,158.50
County Aid			13,470,000.00
Township Aid			6,300,000.00
State Highway Department:			
Adm.,Engr.,Insp.,and Admin.			
Cost of Acquiring Right of Way			
General Administration	$ 294,475.00		
Highway Planning-General	35,580.00		
Laboratory	253,837.50		
Construction Division	1,748,400.00		
Projects Division	356,850.00		
Right of Way Division	296,400.00		
Legal Division	82,875.00	$ 3,068,417.50	
Maint. of State Highway System		5,207,000.00	
Operation of Bridges		591,000.00	
Elec. Instal.&Maint.(Lights)		833,250.00	
Inst. Rds. & Approaches		247,500.00	
Plant & Equipment		75,000.00	10,022,167.50
Motor Vehicle Department			2,838,101.88
" Fuel Tax Division			445,845.00
Department of State Police			830,141.35
Board of Commerce & Navigation			747,000.00
Delaware River Joint Toll Bridge Commission			167,441.62
State Employees Retirement System			351,270.00
Delaware & Raritan Canal Commission			13,000.00
Compensation Awards (other than Hwy. Dept.)			7,500.00
Teachers Pension & Annuity Fund			1,456,539.40
War Adjustments			105,000.00
TOTAL.			$43,856,165.25

State of New Jersey
State Highway Department
Status of Appropriations as of December 31, 1944

Schedule "B"

Classification of Expenditures:	Outstanding Contracts & Commitments Jan. 1, 1944	Balance of Approps. Jan. 1, 1944	Appropriations Jan. 1, '44 to June 30, '45	Transfers From	Transfers To	Allocation of Funds Year 1944	Disbursements to Dec. 31, 1944	Outstanding Contracts & Commitments Dec. 31, 1944	Balance of Appropriations Dec. 31, 1944
Construction of State Highway System:									
Road Construction	$ 1,003,029.03	$ 0	$ 0	$ 264,482.10	$ 848,560.44	$ 1,587,107.37	$ 497,209.76	$ 1,089,897.61	$ 0
Br. & Grade Crossing Contracts	1,109,329.69	0	0	17,411.87	363,113.97	1,455,031.79	476,902.46	978,129.33	0
Const. Rt. 25, Sec. A, Rd., Br. & R/W	24,896.18	757,400.34	0	0	0	782,296.52	86,285.46	72,518.63	623,492.43
Purchase of Right of Way	4,402,600.07	0	0	0	0	4,402,600.07	767,775.62	3,634,824.45	0
Balance of Construction Program:									
Motor Vehicle, Gas Tax Fees, etc.	0	98,894.70	0	98,894.70(A) 100,893.09	100,893.09	0	0	0	0
Federal Aid (Matched Money)	0	7,584,116.83	0	2,000,000.00(A) 1,290,591.24	1,728.29 175,520.87	4,470,774.75	0	0	4,470,774.75
Claims	0	29.34	0	0	0	29.34	0	0	29.34
Bond Funds	0	501,829.58	0	0	0	501,829.58	0	0	501,829.58
TOTAL STATE HIGHWAY CONSTRUCTION FUNDS	$ 6,539,854.97	$ 8,942,270.79	$ 0	$3,772,273.00	$ 1,489,816.66	$13,199,669.42	$ 1,828,173.30	$ 5,775,370.02	$ 5,596,126.10
W.P.A. Sponsor's Share-State Hwy. Projs.	$ 0	$ 2,956.23	$ 0	$ 2,956.23(A)	$ 0	$ 0	$ 0	$ 0	$ 0
Maint. of State Highway System:									
Roads and Bridges	777,212.02	342,639.51	5,207,000.00	342,639.51(A)	0	5,984,212.02	3,252,240.31	715,979.74	2,015,991.97
State Hwy. Lighting & Operation of Bridges:									
Electrical Installation & Maint.	224,397.59	145,106.36	833,250.00	205,106.27(A)	0	997,647.68	520,103.94	129,372.55	348,171.19
Operation of Bridges	4,530.00	27,634.96	591,000.00	27,634.96(A)	0	595,530.00	413,991.39	3,108.25	178,430.36
Purchase of Plant & Equipment	136,647.59	78,224.96	75,000.00	78,224.96(A)	0	211,647.59	39,549.67	110,563.44	61,534.48
Admin., Engr., Insp., and Administrative									
Cost of Acquiring Right of Way	56,500.00	144,776.94	0	56,500.00 144,776.94(A)	0	0	0	0	0
General Administration	0	0	294,475.00	0	2,500.00	296,975.00	185,066.28	0	111,908.72
Highway Planning General	0	0	35,580.00	0	0	35,580.00	11,532.18	0	24,047.82
Laboratory	0	0	253,837.50	0	0	253,837.50	142,078.23	0	111,759.27
Construction Division	0	0	1,748,400.00	0	54,000.00	1,802,400.00	961,688.80	34,832.09	805,879.11
Projects Division	0	0	356,850.00	0	0	356,850.00	209,782.18	0	147,067.82
Right of Way Division	0	0	296,400.00	0	0	296,400.00	176,180.17	0	120,219.83
Legal Division	0	0	82,875.00	72,382.13(B)	0	10,492.87	10,492.87	0	0
TOTAL-	$ 1,199,287.20	$ 741,338.96	$ 9,774,667.50	$ 930,221.00	$ 56,500.00	$10,841,572.66	$ 5,922,706.02	$ 993,856.07	$ 3,925,010.57
Miscellaneous Projects:									
Attorney General (Dept. of Law)	$ 0	$ 0	$ 0	$ 0	$ 72,382.13(B)	$ 0	$ 0	$ 0	$ 0
Inst. Roads & Approaches	90,026.80	0	247,500.00	0	0	337,526.80	148,381.34	31,674.20	157,471.26
1942 Bonus	2,873.70(C)	0	0	0	0	2,873.70(C)	76.13	2,797.57	0
Statutory Increases	0	19,283.11	0	19,283.11(A)	0	0	0	0	0
War Adjustments	0	10,851.19	367,336.00	10,452.45 10,826.19(A)	0	356,908.55	219,131.73	0	137,776.82
Delaware & Raritan Canal Bridges	0	0	13,000.00	0	0	13,000.00	3,356.72	0	9,643.28
Improvement of Water Reservoirs (Chapter #133, P. L. 1943)	12,084.45	0	18,070.00(D)	0	0	30,154.45	22,902.66	7,251.79	0
1944 Appropriations Lapsed	0	0	0	0	10,452.45	0	0	0	0
1943 Appropriations Cancelled (Chapter #122, P. L. 1944)	0	0	0	0	2,930,342.87(A)	0	0	0	0
TOTAL-	$ 104,984.95	$ 30,134.30	$ 645,906.00	$ 40,561.75	$ 3,013,177.45	$ 740,463.50	$ 393,848.58	$ 41,723.56	$ 304,891.36
TOTAL (DEPARTMENTAL APPROPRIATIONS)	$ 7,844,127.12	$ 9,713,744.05	$ 10,420,573.50	$4,743,055.75	$ 4,559,494.11	$24,781,705.58	$ 8,144,727.90	$ 6,810,949.65	$ 9,826,028.03
County and Township Aid (Mandatory)									
County Aid	$ 1,246,178.51	$ 0	$ 13,470,000.00	$ 150,601.33	$ 10,168.86	$14,575,746.04	$ 6,815,776.63	$ 1,024,969.41	$ 6,735,000.00
Township Aid:									
Construction	1,818,779.01	0	5,250,000.00	1,171,379.96	0	5,897,399.05	1,343,684.32	1,928,714.73	2,625,000.00
Maintenance	686,917.05	0	1,050,000.00	84,054.28	0	1,652,862.77	517,944.11	609,918.66	525,000.00
State Aid to County Appropriations (Chapter #595, P. L. 1912)	12,789.03	0	0	12,789.03	0	0	0	0	0
State Treasurer's Investment Account	1,995,661.45	0	0	0	1,418,824.60	3,414,486.05	0	3,414,486.05	0
TOTAL (COUNTY & TWP. AID APPROPRIATIONS)	$ 5,760,325.05	$ 0	$ 19,770,000.00	$1,418,824.60	$ 1,428,993.46	$25,540,493.91	$ 8,677,405.06	$ 6,978,088.85	$ 9,885,000.00
Federal Aid (Special Allotments):									
Grade Crossing Proj. W.P.G.(100%)	$ 0	$ 19,050.80	$ 0	$ 0	$ 0	$ 19,050.80	$ 0	$ 0	$ 19,050.80
" " & Hazards (100%)	82,577.31	1,187,457.69	0	58,640.65 16,421.21(E)	0	1,194,973.14	3,961.50	30,486.30	1,160,525.34
Secondary & Feeder Roads (50%)	122,845.19	555,900.97	2,226.08-	56,169.88(E) 48,322.45	0	572,027.75	11,938.73	32,274.61	527,814.41
State Wide Highway Planning(Fed.Proj.)	0	0	0	0	164,084.17	164,084.17	45,168.31	0	118,915.86
Survey of Post War County Projects	0	0	0	0	118,000.00	118,000.00	0	118,000.00	0
Advance Engineering Studies Rt.100 (50%)	127,368.00	0	0	14,182.40(E)	0	113,185.60	0	113,185.60	0
Strategic Highway Network (75%)	207,598.67	7,766.50	0	1,728.29	0	213,636.88	179,598.83	20,000.00	14,038.05
Federal Defense Access Proj.(100%)	949,606.78	120,940.00	276,127.48	14,576.92(E)	0	1,332,097.34	691,236.39	634,460.95	6,400.00
Miscellaneous Receipts	0	0	0	0	101,350.41(E)	0	0	0	0
TOTAL (FEDERAL AID SPECIAL ALLOTMENTS)	$ 1,489,995.95	$ 1,891,115.96	$ 273,901.40	$ 210,041.80	$ 383,434.58	$ 3,727,055.68	$ 931,903.76	$ 948,407.46	$ 1,846,744.46
GRAND TOTAL -	$15,094,448.12	$11,604,860.01	$ 30,464,474.90	$6,371,922.15	$6,371,922.15	$54,049,255.17	$ 17,754,036.72	$ 14,737,445.96	$21,557,772.49

(A) 1943 Appropriations Cancelled, Chapter #122, P. L. 1944. To be reappropriated.
(B) Transferred to the Attorney General's Department of Law.
(E) Amount Received from Federal Funds for State Engr. & Inspection Services. Transferred to Misc. Receipts.
(C) Previous Years Expenditure Cancelled and Amount set up as an Outstanding Commitment.
(D) Transferred from Department of Institutions and Agencies.

Schedule "C"

State of New Jersey
State Highway Department
Statement of Total Assets & Liabilities
Years Ending Dec. 31, 1943 & Dec. 31, 1944

A S S E T S

	Dec. 31, 1943	Dec. 31, 1944
Cash Balance	$ 13,655,424.95	$21,071,725.32
Cash Due from Motor Vehicle Dept. & Gas Tax Division Account of 1943 & 1944 Collections	1,889,970.45	1,755,821.59
Federal Aid Allot. Regular 50% - 50%	1,690,345.03	810,177.69
" " Certified on Projects	693,099.47	1,102,919.41
" " Natl. Ind. Rec. Fund	3,328.09	3,328.09
1930 Bond Issue Authorized	11,178,900.00	11,178,900.00
Undistributed Material	346,678.36	322,213.46
Plant & Equipment	1,255,354.15	1,137,490.90
Loan to Port of New York Authority (Chapter #121, P. L. 1940)	4,300,000.00	4,300,000.00
Prepaid Insurance	76,779.90	41,647.27
Amt. to be transferred from Sec. & Feeder Federal Aid Funds	0	15,369.68
Amt. to be transferred from F.A.G.M. Federal Aid Funds	0	21,938.79
Addtl. Receipts Anticipated Jan. 1, 1944 to June 30, 1945	0	23,067,578.56
T O T A L S -	$ 35,089,880.40	$64,829,110.76

L I A B I L I T I E S

	Dec. 31, 1943	Dec. 31, 1944
Road Contracts	$ 1,003,029.03	$ 1,089,897.61
Bridge Contracts	1,109,329.69	978,129.33
Claims	29.34	29.34
Purchase of Right of Way	4,402,600.07	3,634,824.45
W.P.A. Sponsor's State Share: Balance of Appropriation	2,956.23	0
Balance of Construction Appropriation:		
Motor Vehicle Fees, Gas Tax, etc.	98,894.70	0
Federal Aid Matched Money	7,584,116.83	4,470,774.75
Bond Funds	501,829.58	501,829.58
Rt.#25A, Road, Bridge, Right of Way Contracts	24,896.18	72,518.63
" " " " " Balance of Approp.	757,400.34	623,492.43
State Wide Planning Survey	0	118,915.86
Post War County Planning Survey	0	58,514.23
Allot. to Counties for Maint., Const., Reconst. of Rds. & Bridges, Bonds & Int., Police & Lighting, etc	1,246,178.51	1,024,969.41
Allot. to Townships & Boroughs for Constr. of Rds. & Bridges	1,818,779.01	1,928,714.73
Allot. to Townships & Boroughs for Maintenance of Rds. & Bridges	686,917.05	609,918.66
Allot. to Counties, Twps., & Twp. Aid Maint. (1945)	0	9,885,000.00
State Treasurer's Investment Account	2,008,450.48	3,414,486.05
" " " " Accrued Interest	0	33,957.62
Allot. for Purchase of Plant & Equipment	214,872.55	172,097.92
" " Maint. of Highways, Rds., & Bridges	1,119,851.53	2,731,971.71
" " Repair of Del. & Rar. Canal Bridges	0	9,643.28
" " Lighting of State Highway System and Operation of Bridges:		
Electrical Installation & Maintenance	369,503.95	477,543.74
Operation of Draw Bridges	32,164.96	181,538.61
Allot. for Approaches to Public Institutions	90,026.80	189,145.46
Surplus Investment in Plant & Equipment	1,255,354.15	1,137,490.90
Reserved to Motor Fuel Tax Dept. for Unpaid Gas Tax Refund Claims	650,000.00	650,000.00
Allotment Township of Galloway	110,000.00	110,000.00
Allot. for Admin., Engr., Insp., & Cost of Acquiring Right of Way	201,276.94	1,355,714.66
Statutory Increase	19,283.11	0
War Adjustment	10,851.19	137,776.82
Improvement of Water Reservoirs (Chap.#133, P.L.1943)	12,084.45	7,251.79
Compensation Awards (Other than Highway Dept.)	4,924.00	7,081.15
Salary Adjustments Paid from Hwy. Fund	25,956.81	175,805.00
Liab. for 1942 Bonus (Unpaid Dec. 31, 1944)	0	2,797.57
Allot. for Loans to Soldiers	0	5,000,000.00
" " Debt Service on 1922-27 Bonds	0	753,611.00
" " " " " 1930 Bonds	0	1,769,463.00
" " Trans. to General State Fund	0	2,646,583.13
Reserve for Post War Needs or to meet expenditures of an emergency nature	0	18,867,622.34
Unappropriated Balance	9,728,322.92	0
	$ 35,089,880.40	$ 64,829,110.76

The two years are not comparable due to the fact that the statement of Assets and Liabilities as of Dec. 31, 1944 contains Estimated Revenues and Commitments therefrom to June 30, 1945 due to the change of the Fiscal Year.

Schedule #1

Expenditures and Commitments
Projects Previous to - 1944

ROAD								PROJECTS							
Rt.	Sec.	Local Name	Length in Miles	Type	Contract Bal. Owing Jan.1,1944	Contingencies Jan.1,1944	Total	Adjustment of Contingencies On	Adjustment of Contingencies Off	Total	Expenditures to Dec.31,1944	Balance of Commitments Dec.31,1944	% of Completion 12/31/44	Date of Commencement	Date of Completion
4	7	Pass. River Br. Appro.	.623	9"R.C.	$ 1,042.81	$ 0	$ 1,042.81	$ 0	$ 0	$ 1,042.81	$ 0	$ 1,042.81	100	9-23-30	7-5-32
4&35	11B	Gr.Separation at Oak St., Sayreville	.216	Pen.M.	5,833.22	0	5,833.22	0	0	5,833.22	5,598.44	234.78	44	2-15-42	Contract Abandoned
6	9A	UnionAve.toValleyRd.(Pav.)	2.618	8"P.M.	72,560.63	41,454.06	114,014.69	0	34,219.79	79,794.90	79,794.90	0	100	10-30-42	5-13-44
6	16	B'way & Jersey Ave.-Conn. Brooklawn & Glou. City	2.058	10"P.C.	40,605.77	24,631.48	65,237.25	0	28,810.63	36,426.62	36,426.62	0	100	1-12-43	12-8-43
S24	1	Elmora Ave.-Stuyvesant Ave.	3.187	9" R.C.	380.46	0	380.46	0	0	380.46	0	380.46	100	8-24-31	10-26-32
28	22A	Lebanon Relocation	2.846	10"R.C.	78,670.98	22,391.36	101,062.34	0	32,149.37	68,912.97	68,912.97	0	100	4-6-42	11-5-43
28	23	ClintonPt.-CRR Br.atAnnandale	1.752	Grading	163,539.84	13,114.75	176,654.59	0	0	176,654.59	0	176,654.59	68	2-11-41	(A)
S31	3	Branchville-Culvers Lake	1.296	9"R.C.	2,286.84	908.61	3,195.45	1,379.67	0	4,575.12	4,575.12	0	100	3-2-28	6-15-39
35	38A	Morgan to Lawrence Harbor	1.296	9"R.C.	118,083.83	26,066.29	144,150.12	0	61,833.24	82,316.88	82,316.88	0	100	12-28-41	6-8-44
39	1C&2A	Bordentown to Mansfield Sq.	2.21	Pl.C.	148,340.13	24,370.84	172,710.97	0	64,104.33	108,606.64	108,606.64	0	100	9-8-42	5-23-44
41	1	Fairview - Runnemede	4.96	8"R.C.	280.70	0	280.70	0	0	280.70	0	280.70	100	12-6-27	8-6-28
44	9	Westville to Pierce's Cor.	3.203	Grading	62,297.69	10,985.74	73,283.43	0	1,044.34	72,239.09	25,614.74	46,624.35	100	2-3-41	11-24-41(D)
56	1	Beach ThorofareBr. Appro.	-	-	81,428.73	4,855.21	86,283.94	0	0	86,283.94	0	86,283.94	52	2-3-42	(B)
		Public Utility Rearrangements			53,419.05	0	53,419.05	0	0	53,419.05	4,121.77	49,297.28	-	-	-
		State-Wide Survey Planning			5,480.01	0	5,480.01	0	5,480.01(C)	0	0	0	-	-	-
		Construction by Maintenance													
4&35	11B				0	0	0	184.81	0	184.81	184.81	0			
28	25				0	0	0	67.51	0	67.51	67.51	0			
		TOTAL for Projects Previous to 1944			$ 834,250.69	$168,778.34	$1,003,029.03	$1,631.99	$227,641.71	$ 777,019.31	$416,220.40	$ 360,798.91			
					Contract Amount	- 1944 ROAD PROJECTS -									
S3	1D	From Rt.#2 to Rt. #2	.539	10"R.C.	$ 172,041.55	$ 8,602.08	$ 180,643.63	$ 0	$ 0	$ 180,643.63	$ 53,952.34	$ 126,691.29	38	9-11-44	6-1-45*
24,24N-22,1		From 5thAve.to Phillipsburg, Toll Bridge Plaza	1.516	10"R.C.	629,250.00	31,462.50	660,712.50	0	0	660,712.50	58,497.30(E)	602,215.20	15	10-9-44	11-15-45*
		Construction by Maintenance													
S3	1D		-	-	0	0	0	358.78	0	358.78	358.78	0			
28	22A		-	-	0	0	0	1,046.00	0	1,046.00	853.79	192.21			
29	4&4A		-	-	0	0	0	4,044.34	0	4,044.34	4,044.34	0			
		Construction by Agreement													
39	1C&2A		-	-	0	0	0	3.07	0	3.07	3.07	0			
44	9		-	-	0	0	0	120.13	0	120.13	120.13	0			
		TOTAL 1944 Projects			$ 801,291.55	$ 40,064.58	$ 841,356.13	$5,572.32	$ 0	$ 846,928.45	$117,829.75	$ 729,098.70			
		TOTAL -			$1,635,542.24	$208,842.92	$1,844,385.16	$7,204.31	$227,641.71	$1,623,947.76	$534,050.15	$1,089,897.61			

Analysis of Expenditures and Commitments by Funds For the Period Ending Dec. 31, 1944

Funds	Total	Expenditures	Commitments
Regular Federal Aid Matched Money	$1,071,118.19	$ 342,211.70	$ 728,906.49
Gas Tax,Motor Vehicle Fees, Fines, etc.	552,829.57	191,838.45	360,991.12
Total -	$1,623,947.76	$ 534,050.15	$1,089,897.61

(A) Contract in default. Bonding Company will be called upon to complete the Project.

(C) Transferred to Statement for State Wide Highway Planning (Federal Project).

* Date of Completion estimated on number of working days specified in the contract.

(B) Work suspended until materials are available.

(D) Held until settlement of Contractor's Claim.

(E) Cost of Project to State reduced by Joint Toll Bridge Comm. Share of $36,840.39.

Schedule #2

Expenditures and Commitments
Projects Previous to - 1944

BRIDGE

PROJECTS

Rt.	Sec.	Local Name	Contract Bal. Owing Jan.1,1944	Contingencies Jan.1,1944	Total	Adjustment of Contingencies On	Adjustment of Contingencies Off	Total	Expenditures to Dec. 31,1944	Balance of Commitments Dec.31,1944	% of Completion 12/31/44	Date of Commencement	Date of Completion
S3	1	Viaduct over Berry's Crk. & Erie R.R. Bridge	$ 316,511.27	$ 8,491.47	$ 325,002.74	$ 95,312.11	$ 0	$ 420,314.85	$ 205,850.58	$ 214,464.27	89	3-27-42	8-15-45 (A)
4&35	11B	Gr.Separation, Oak St., Sayreville	4,775.74	0	4,775.74	0	580.00	4,195.74	4,195.74	0	66	3-10-42	3-10-42(1)
28	22A	Lebanon Relocation	4,888.29	1,027.30	5,915.59	0	1,027.30	4,888.29	4,888.29	0	100	4-14-42	4-16-43
28	23	Beaver Brk. Br. in Rd.Contr.	6,267.17	0	6,267.17	0	0	6,267.17	0	6,267.17	100	4-28-41	12-11-41(B)
S31	3	Branchville-Culver's Lake	250.00	769.77	1,019.77	0	769.77	250.00	250.00	0	100	3-10-38	5-30-39
35	38	Cheesequake Creek Br.	122,320.44	33,628.16	155,948.60	0	0	155,948.60	104,334.37	51,614.23	98	11-10-41	12-29-43(2)
39	1C&2A	Black's Creek	17,789.11	7,721.32	25,510.43	0	10,284.46	15,225.97	15,225.97	0	100	10-13-42	11-10-43
44	9	Hessian Run Br. in Rd. Contr.	2,108.66	4,258.84	6,367.50	0	4,258.84	2,108.66	2,108.66	0	100	6-21-41	12-10-41
56	1	Beach Thorofare & Venice Lagoon Bridges	526,785.28	51,736.87	578,522.15	0	0	578,522.15	0	578,522.15	48	1-22-42	Work Suspended until materials are available.
		Construction by Maintenance											
4&35	11B	Com.of Oak St. Overpass	0	0	0	115.12	0	115.12	115.12	0			
		TOTAL BRIDGES - PROJECTS PREVIOUS TO 1944	$1,001,695.96	$ 107,633.73	$1,109,329.69	$ 95,427.23	$ 16,920.37	$1,187,836.55	$ 336,968.73	$ 850,867.82			

1 9 4 4 PROJECTS

Rt.	Sec.	Local Name	Contract Amount										
S3	-	Exploratory Borings for Pass.River Crossing	$ 5,031.80	$ 0	$ 5,031.80	$ 0	$ 491.50	$ 4,540.30	$ 4,540.30	$ 0	100	3-15-44	4-10-44
S3	1	Ext. to Br. over Berry's Crk. & Erie R. R.	124,081.42	12,398.58	136,480.00	0	0	136,480.00	90,087.66	46,392.34	97	7-6-44	6-15-45*
S3	1D	Rt. #3 So.Bound over Rt. #S3 West Bound	41,542.66	2,077.13	43,619.79	0	0	43,619.79	29,794.54	13,825.25	75	9-1-44	5-1-45*
24N,24-1,22		Underpass @ W.Bound Ramp	69,797.78	3,489.89	73,287.67	0	0	73,287.67	6,243.75	67,043.92	13	10-19-44	6-15-45*
		Construction by Agreement											
S3	1D		0	0	0	9,267.48	0	9,267.48	9,267.48	0			
		TOTAL BRIDGES-1944 PROJS.	$ 240,453.66	$ 17,965.60	$ 258,419.26	$ 9,267.48	$ 491.50	$ 267,195.24	$ 139,933.73	$ 127,261.51			
		TOTAL -	$1,242,149.62	$ 125,599.33	$1,367,748.95	$104,694.71	$ 17,411.87	$1,455,031.79	$ 476,902.46	$ 978,129.33			

Analysis of Expenditures and Commitments
by Funds
For the Period Ending Dec. 31, 1944

Funds	Total	Expenditures	Commitments
Regular Federal Aid Matched Money	$ 282,671.21	$ 155,409.70	$ 127,261.51
Gas Tax, Motor Vehicle Fines, etc.	1,172,360.58	321,492.76	850,867.82
Total	$ 1,455,031.79	$ 476,902.46	$ 978,129.33

(A) Work delayed until near completion of Rt. S3, Sec. 1 - Extension of Bridge over Berry's Creek, etc.
(B) Contract in Default. Bonding Company will be called upon to complete the project.
(1) Contract abandoned and relet.
(2) Project completed with exception of Gunite and light Standard which will need be deferred until after the war.
* Date of completion estimated on number of working days specified in the contract.

Schedule #3

Construction of Route #25, Sec. #A
Roads, Bridges and Purchase of Right of Way
Appropriation of $1,000,000.00 - Authorized 1941

Rt.	Sec.	Local Name	Contract Bal.Owing Jan.1,1944	Contingencies Jan.1,1944	Total	Adjustment of Contingencies On	Adjustment of Contingencies Off	Total	Expenditures to Dec.31, 1944	Balance of Commitments Dec.31,1944	% of Completion 12-31-44	Date of Commencement	Date of Completion
25	A	Rental, P.R.R. Co.	$ 13,000.00	$ 0	$ 13,000.00	$ 0	$ 0	$ 13,000.00	$ 6,500.00	$ 6,500.00	-	-	-
		Force Acct.,P.R.R.Co.	9,000.00	0	9,000.00	0	0	9,000.00	1,806.77	7,193.23	-	-	-
		" " Electrical Div.	2,896.18	0	2,896.18	0	0	2,896.18	0	2,896.18	-	-	-
		TOTAL - Previous to 1944	$ 24,896.18	$ 0	$ 24,896.18	$ 0	$ 0	$ 24,896.18	$ 8,306.77	$ 16,589.41			

Contracts Let During 1944

Rt.	Sec.	Local Name	Contract Awarded to Dec.31,1944	Contingencies	Total	On	Off	Total	Expenditures to Dec.31, 1944	Balance of Commitments Dec.31,1944	% of Completion 12-31-44	Date of Commencement	Date of Completion
25	A	Rental P.R.R. Co.	$ 6,500.00	$ 0	$ 6,500.00	$ 0	$ 0	$ 6,500.00	$ 0	$ 6,500.00	-	-	-
25	A	Exploratory Borings for Passaic River Crossing	7,052.70	0	7,052.70	0	1,306.94	5,745.76	5,745.76	0	100	3-15-44	4-18-44
		Purchase of Right of Way	121,662.15	0	121,662.15	0	0	121,662.15	72,232.93	49,429.22			
		TOTAL - 1944 Projects	$135,214.85	$ 0	$ 135,214.85	$ 0	$1,306.94	$133,907.91	$77,978.69	$ 55,929.22			
TOTAL - Previous to 1944 and 1944 Projects -			$160,111.03	$ 0	$ 160,111.03	$ 0	$1,306.94	$158,804.09	$ 86,285.46	$ 72,518.63			

Balance of Funds Available -	$ 623,492.43

Schedule #4

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Section	Balance of Commitments Jan.1,1944	Adjustment of Commitments		Total	Expenditures to Dec. 31, 1944	Balance of Commitments Dec. 31, 1944
			On	Off			
		$	$	$	$	$	$
1	Bergen Tpk.	556.37	0	556.37	0	0	0
1	1	4,075.00	0	0	4,075.00	0	4,075.00
1	Pt. Lookout	600.00	0	600.00	0	0	0
1	4D	38,250.08	0	7,160.40	31,089.68	0	31,089.68
1	9	3,535.29	0	0	3,535.29	3,435.80	99.49
1 & 1 Ext.	Jersey City	0	3,321.82	0	3,321.82	3,321.82	0
S1A	2A)						
1	7)	70.00	0	0	70.00	0	70.00
1	3)						
2	1)	3,503.00	0	0	3,503.00	450.00	3,053.00
S1	1	0	100.00	0	100.00	100.00	0
S1	2	800.00	0	0	800.00	0	800.00
1,4,6	6	4,038.19	0	38.19	4,000.00	0	4,000.00
2	6	2,100.00	0	0	2,100.00	0	2,100.00
2	7	185.00	0	0	185.00	0	185.00
2	9	1,600.00	0	0	1,600.00	0	1,600.00
3	1B & 2D	125,000.00	0	0	125,000.00	1,725.00	123,275.00
3	2	2,994.02	0	0	2,994.02	0	2,994.02
3	3	1,200.00	0	0	1,200.00	0	1,200.00
3	4A	321.60	0	0	321.60	0	321.60
3	5	10,000.00	0	0	10,000.00	0	10,000.00
Old 3	10	1,150.00	0	0	1,150.00	0	1,150.00
Old 3	13	2,552.03	0	0	2,552.03	0	2,552.03
S3	1	36,214.67	0	0	36,214.67	0	36,214.67
S3	3	138,679.06	0	0	138,679.06	37.84	138,641.22
S3	4	0	325,000.00	0	325,000.00	34,773.33	290,226.67
S3	5	1,086,422.95	0	325,000.00	761,422.95	394,887.48	366,535.47
4	1 Conn. to Somers Pt.	5,938.59	0	2,125.81	3,812.78	1,907.78	1,905.00
4	Union - Rahway	19,687.00	0	0	19,687.00	0	19,687.00
4	3	4,000.00	0	0	4,000.00	0	4,000.00
4	5	650.00	0	0	650.00	0	650.00
4	9	35.00	0	0	35.00	0	35.00
Old 4	15	150.00	0	0	150.00	150.00	0
Old 4	18A	250.00	0	0	250.00	0	250.00
4	38	0	19,700.00	0	19,700.00	0	19,700.00
4	40	1,872.82	0	1,372.82	500.00	0	500.00
4	41	463.00	0	0	463.00	0	463.00
4	42	75.00	0	0	75.00	0	75.00
4 & 35	11B	1,088.15	0	1,088.15	0	0	0
S4 Ext.	1	200.00	0	0	200.00	200.00	0
S4B	1	16,207.81	0	0	16,207.81	153.28	16,054.53
S4B	2	7,958.54	0	0	7,958.54	296.68	7,661.86
S4B	3	269,400.00	0	0	269,400.00	0	269,400.00
5	16	275.00	0	195.00	80.00	60.00	20.00
5 & 6	2	20.00	0	0	20.00	0	20.00
6	3	475.00	0	0	475.00	0	475.00
6	6	25.00	0	0	25.00	0	25.00
6	8	18,120.04	0	11,070.71	7,049.33	500.00	6,549.33
6	9	40,358.00	0	0	40,358.00	0	40,358.00
6	10	6,000.00	0	0	6,000.00	0	6,000.00
6	12	125.00	0	0	125.00	0	125.00
6	13	555.00	0	500.00	55.00	0	55.00
6	21	5,000.00	0	0	5,000.00	0	5,000.00
6	23	230,000.00	0	0	230,000.00	63,256.00	166,744.00

Schedule #5

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Sec.	Balance of Commitments Jan.1,1944	Adjustments of Commitments On	Adjustments of Commitments Off	Total	Expenditures to Dec.31,1944	Balance of Commitments Dec. 31,1944
		$	$	$	$	$	$
Old 6	9	450.00	0	0	450.00	0	450.00
Old 7	8	25.00	0	0	25.00	0	25.00
8	2	200.00	0	0	200.00	0	200.00
8	4	2,200.00	0	0	2,200.00	0	2,200.00
8	5	800.00	0	0	800.00	0	800.00
10	1	40.00	0	0	40.00	0	40.00
10	3 C.L.	100,000.00	0	0	100,000.00	0	100,000.00
10	4	500.00	0	0	500.00	0	500.00
12	1	15.00	0	0	15.00	0	15.00
17S	1	150.00	0	0	150.00	0	150.00
18	1	17,414.26	0	1,283.15	16,131.11	5,759.52	10,371.59
18S	19	700.00	0	0	700.00	0	700.00
18 & 20	-	4,500.00	0	0	4,500.00	0	4,500.00
18S	16)						
20	8)	3,175.00	0	0	3,175.00	0	3,175.00
Old 20	1	215.00	0	0	215.00	0	215.00
20	5	150.00	0	0	150.00	0	150.00
20	6	550.00	0	0	550.00	0	550.00
20	7	7,300.00	0	0	7,300.00	0	7,300.00
21	2 & 3	8,962.07	0	2,894.45	6,067.62	8,100.00 *	14,167.62
23	10	1,260.00	0	0	1,260.00	0	1,260.00
23	11	439.40	0	0	439.40	0	439.40
23	12	1,500.00	0	0	1,500.00	0	1,500.00
23	13	950.00	0	0	950.00	0	950.00
S24	1	2,300.00	0	0	2,300.00	0	2,300.00
24,24N	22, 1	89,055.00	0	0	89,055.00	40,791.00	48,264.00
25	1	3,858.00	0	0	3,858.00	0	3,858.00
25	3D, 1A	1,065.00	0	0	1,065.00	0	1,065.00
25	4	39,500.00	0	0	39,500.00	0	39,500.00
25	5	275.00	0	0	275.00	0	275.00
25	5B & 6B	1,005.00	0	0	1,005.00	455.00	550.00
25	7	83.00	0	0	83.00	0	83.00
25	10	450.00	0	0	450.00	0	450.00
25	11	125.00	0	0	125.00	0	125.00
25	25C, 22D	0	550.00	0	550.00	350.00	200.00
25	29	713.30	0	0	713.30	0	713.30
25	32	264,326.90	0	0-	264,326.90	80,000.00	184,326.90
25	33	2,601.93	1,000.00	0	3,601.93	3,162.23	439.70
25	34W	520,125.40	30,000.00	0	550,125.40	114.25	550,011.15
25 & 39	Circle	220.00	0	0	220.00	0	220.00
25	12	350.00	0	0	350.00	84.06	265.94
25 & S26	(1937) & (1917) Traffic Circle	8,650.00	5,000.00	4,050.00	,600.00	9,600.00	0
26	1	892.80	0	0	892.80	0	892.80
26	3	3,000.00	0	3,000.00	0	0	0
26	4	10.00	0	0	10.00	0	10.00
26, S26	5, 1	1,060.00	0	0	1,060.00	0	1,060.00
26	27 C.L.	300.00	0	0	300.00	0	300.00
28	22	17,769.75	0	10,036.89	7,732.86	4,000.00	3,732.86
28	23	51,944.34	0	1,614.34	50,330.00	5,030.00	45,300.00
28	24	13,608.19	5,000.00	7,041.93	11,566.26	7,320.00	4,246.26
28	25	3,155.99	0	905.99	2,250.00	2,250.00	0
28	26	1,537.60	0	0	1,537.60	0	1,537.60
28-24 C.L.	1 & 2	197.52	0	0	197.52	0	197.52
28,29,31 Jct.		100.00	0	0	100.00	0	100.00

Schedule #6

Purchase of Right of Way
Statement of Expenditure and Commitments

Rt.	Section	Balance of Commitments Jan.1,1944	Adjustment of Commitments		Total	Expenditures to Dec.31,1944	Balance of Commitments Dec.31,1944
		$	On $	Off $	$	$	$
28,29 Conn.1 Ext.		23,308.00	0	100.00	23,208.00	0	23,208.00
29	2D	26,205.56	0	7,500.00	18,705.56	3,245.26 *	21,950.82
29	2E	5,936.90	0	0	5,936.90	3,000.00	2,936.90
29	3B,1C,2C	3,108.05	300.00	0	3,408.05	1,367.56	2,040.49
29	3C	35,000.00	0	0	35,000.00	0	35,000.00
29	4W	134.37	10.00	0	144.37	0	144.37
29	6	6,983.96	0	0	6,983.96	0	6,983.96
29	8W	50.00	0	0	50.00	0	50.00
29	9W	70.00	0	0	70.00	0	70.00
29A	1	465.00	0	0	465.00	0	465.00
29A	2	10,000.00	0	0	10,000.00	0	10,000.00
30	2A	0	5,200.00	0	5,200.00	5,200.00	0
30	7	750.00	0	0	750.00	0	750.00
30	9	25.00	0	0	25.00	0	25.00
31	3	3,060.00	0	0	3,060.00	0	3,060.00
31	5	925.00	0	0	925.00	0	925.00
31	7	3,750.00	0	0	3,750.00	0	3,750.00
31	11	4,232.34	0	0	4,232.34	1,300.00	2,932.34
S31	1	1,625.00	0	0	1,625.00	0	1,625.00
S31	3	1,112.65	600.00	66.97	1,645.68	71.68	1,574.00
S31	4	124.90	0	0	124.90	0	124.90
S31	5	142,255.00	0	0	142,255.00	9,183.12	133,071.88
33	3B, 3C	2,500.00	0	2,500.00	0	0	0
33	3D	0	245.00	0	245.00	0	245.00
33-35	1 C.L.	2,909.61	0	0	2,909.61	0	2,909.61
34	1	12.00	0	0	12.00	0	12.00
34	2W	49,850.00	0	0	49,850.00	0	49,850.00
34	3W	6,323.36	0	4,323.36	2,000.00	0	2,000.00
34	4	883.00	0	249.90	633.10	0	633.10
34	6 & 7 Wid.	79,882.00	0	0	79,882.00	25,066.00	54,816.00
35	1	352.86	0	0	352.86	0	352.86
35-4N	1 Conn.	5,000.00	0	1,200.00	3,800.00	0	3,800.00
35	6	30.60	0	0	30.60	0	30.60
35	8A	600.37	4,955.07	0	5,555.44	5,300.00	255.44
35	10	100.00	0	0	100.00	0	100.00
35 Ext.	12,13,14	12,500.83	0	0	12,500.83	0	12,500.83
35	38	1,313.74	0	0	1,313.74	203.18	1,110.56
35	39	0	16,016.27	0	16,016.27	10,000.00	6,016.27
35 & 33	1	5,083.71	0	3,000.00	2,083.71	546.20	1,537.51
36	3	507.17	0	0	507.17	0	507.17
38	2	25.00	0	0	25.00	0	25.00
38	3	2,437.46	0	0	2,437.46	0	2,437.46
38	4	3,198.69	0	1,859.40	1,339.29	920.24	419.05
38	5	1,443.75	0	0	1,443.75	1,443.75	0
39	1A & 10	750.00	0	0	750.00	0	750.00
39	1A & 10 Traffic Circle	20,556.86	0	18,322.86	2,234.00	0	2,234.00
39	1C & 2A	12,350.00	0	0	12,350.00	1,407.12 *	13,757.12
39	2	48,158.80	0	0	48,158.80	0	48,158.80
39	3	120.00	0	0	120.00	0	120.00
39	4, 5, 6	2,000.00	0	0	2,000.00	0	2,000.00
40, 37	1, 5	16.64	0	0	16.64	0	16.64
40	2A	16,224.47	0	0	16,224.47	0	16,224.47
40	4B	0	6,000.00	525.00	5,475.00	5,475.00	0
40	5A	563.13	0	0	563.13	0	563.13

Schedule #7

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Section	Balance of Commitments Jan.1,1944	Adjustment of Commitments		Total	Expenditures to Dec.31,1944	Balance of Commitments Dec.31,1944
			Of.	Off			
		$	$	$	$	$	$
40	5B	56,930.20	0	0	56,930.20	37,149.66	19,780.54
40	6A	416.50	0	0	416.50	0	416.50
40	10 & 11	429.71	1,550.00	0	1,979.71	100.00	1,879.71
40	9	260.00	0	0	260.00	0	260.00
40 Wid.	10 & 11	1,999.86	0	0	1,999.86	4,150.14 *	6,150.00
S40	1	1,300.00	0	0	1,300.00	0	1,300.00
S40	2	885.00	0	0	885.00	0	885.00
S40	4	35.00	0	0	35.00	0	35.00
38, S41	41, Traffic Circle	650.00	0	0	650.00	0	650.00
41	1	35.00	100.00	0	135.00	135.00	0
41	2	3,978.82	0	0	3,978.82	0	3,978.82
S41	1	858.00	0	0	858.00	0	858.00
S41	1A & Part 1	8,000.00	0	0	8,000.00	0	8,000.00
S41	2	7,650.00	0	0	7,650.00	0	7,650.00
S41	2A & 3A	180.50	0	0	180.50	0	180.50
S41	3	5,000.00	0	0	5,000.00	500.00	4,500.00
S41	3B & 4A	5,672.77	0	437.72	5,235.05	3,644.01	1,591.04
S41	4	7,800.87	0	0	7,800.87	0	7,800.87
42	3A	2,655.00	0	2,605.00	50.00	0	50.00
42	5	139.90	0	0	139.90	0	139.90
42	6W	0	0	150.00	150.00*	150.00 *	0
42	7	1,270.06	0	0	1,270.06	0	1,270.06
43	12A	365.42	0	0	365.42	0	365.42
44	2A, 4A, 7	2,516.00	0	0	2,516.00	0	2,516.00
44	2B, 4B, 7B	123,149.04	0	0	123,149.04	350.00	122,799.04
44	3 & 4	2,125.00	0	0	2,125.00	0	2,125.00
44	7A	696.63	0	0	696.63	0	696.63
44	9	7,237.32	2,500.00	0	9,737.32	5,000.25	4,737.07
44	10	1,043.71	0	0	1,043.71	0	1,043.71
44	12	25.00	0	0	25.00	0	25.00
45	2	1,323.00	0	719.61	603.39	203.39	400.00
46	6W	3,089.00	0	0	3,089.00	0	3,089.00
47	2	4,838.00	0	0	4,838.00	0	4,838.00
47	4	300.00	0	0	300.00	0	300.00
47	9	9,299.00	0	0	9,299.00	0	9,299.00
47	11	2,250.00	0	2,250.00	0	0	0
47	12	4,100.00	0	0	4,100.00	0	4,100.00
48	21	110.00	0	48.98	61.02	51.02	10.00
48	22	8,901.14	0	0	8,901.14	0	8,901.14
48	23	969.88	0	0	969.88	200.00	769.88
48	24	1,380.85	0	0	1,380.85	314.64	1,066.21
48	27	775.00	0	0	775.00	0	775.00
49	-	0	106.44	0	106.44	106.44	0
49	5	25.00	0	0	25.00	0	25.00
49	13W	3,181.14	0	1,500.00	1,681.14	0	1,681.14
S49	3	1,591.77	0	0	1,591.77	0	1,591.77
S49, 49	4, 11A	4,575.00	0	0	4,575.00	0	4,575.00
S49	5	9,546.32	0	0	9,546.32	301.67 *	9,847.99
51	2	710.00	0	0	710.00	0	710.00
54	1	16,540.11	0	0	16,540.11	0	16,540.11
54	2	200,000.00	0	0	200,000.00	700.00	199,300.00
Bridges:							
4	Shark River	750.00	0	0	750.00	0	750.00
4	Somers Point	1,000.00	0	0	1,000.00	0	1,000.00

Purchase of Right of Way
Statement of Expenditures and Commitments

Rt.	Section	Balance of Commitments Jan.1,1944	Adjustment of Commitments On	Adjustment of Commitments Off	Total	Expenditures to Dec.31,1944	Balance of Commitments Dec.31,1944
		$	$	$	$	$	$
Bridges (Contd.)							
37	6 - Black Creek	100.00	0	0	100.00	100.00	0.
Advisory Board Project Fund:							
35	5	510.00	0	0	510.00	0	510.00
35	7	1,525.00	0	0	1,525.00	150.00	1,375.00
1 Ext. & C. L.		2,339.20	0	0	2,339.20	2,339.20	0
Camden		5,348.30	820.00	0	6,168.30	820.00	5,348.30
Delaware Riv. Br. App. Sec. 2D & 3D		250.00	0	0	250.00	0	250.00
Old Bond Fund:							
1	1B & 2A	3,000.00	0	0	3,000.00	0	3,000.00
2	4	2,444.50	0	0	2,444.50	0	2,444.50
3	12	2,575.00	0	0	2,575.00	0	2,575.00
4	1 & 1A	1,000.00	0	0	1,000.00	0	1,000.00
4	27	2,750.00	0	0	2,750.00	0	2,750.00
4	31	1,385.00	0	0	1,385.00	0	1,385.00
5	9	37.00	0	0	37.00	0	37.00
5	13	500.00	0	0	500.00	0	500.00
5	17	300.00	0	0	300.00	0	300.00
5	19	1,000.00	0	0	1,000.00	0	1,000.00
6	10	175.00	0	0	175.00	0	175.00
6	18	3,125.00	0	0	3,125.00	0	3,125.00
7	2	52.24	0	0	52.24	0	52.24
7	4	300.00	0	0	300.00	0	300.00
7	6 & 7	2,273.60	0	0	2,273.60	0	2,273.60
8	3	1,000.00	0	0	1,000.00	0	1,000.00
8	7	2,100.00	0	0	2,100.00	0	2,100.00
8	8	460.00	0	0	460.00	0	460.00
8	9	400.00	0	0	400.00	0	400.00
9	19	100.00	0	0	100.00	0	100.00
10	1A	5.00	0	0	5.00	0	5.00
12	6	4,200.00	0	181.60	4,018.40	18.40	4,000.00
14	1	45.00	0	0	45.00	0	45.00
14	8	2,002.55	0	0	2,002.55	0	2,002.55
14	9	800.00	0	0	800.00	0	800.00
14	11	4,530.00	0	0	4,530.00	0	4,530.00
14	12, 13	227.80	0	0	227.80	0	227.80
14	13, 15, 17	1,725.00	0	0	1,725.00	0	1,725.00
14	14	700.00	0	0	700.00	0	700.00
14	16, 17	1,950.00	0	0	1,950.00	0	1,950.00
15	7	1,100.00	0	0	1,100.00	0	1,100.00
15	8	6,536.10	0	0	6,536.10	0	6,536.10
15	9, 10	1,944.00	0	0	1,944.00	0	1,944.00
15	11	2,416.00	0	0	2,416.00	0	2,416.00
16	5B	511.00	0	0	511.00	0	511.00
25	4B	2,457.32	0	0	2,457.32	0	2,457.32
33	15, 16	472.50	0	0	472.50	0	472.50
		$ 4,402,600.07	$ 428,074.60	$ 428,074.60	$ 4,402,600.07	$ 767,775.62	$ 3,634,824.45

Analysis of Expenditures and Commitments By Funds

Fund	Total	Expenditures	Commitments
Bond Fund	$ 1,745,211.22	$ 236,885.54	$ 1,508,325.68
State Road Fund	2,657,388.85	530,890.08	2,126,498.77
	$ 4,402,600.07	$ 767,775.62	$ 3,634,824.45

Note: Additional Right of Way Commitments and Expenditure appear on Schedule #3 for Construction of Route #25, Section #A.

* Credit.

Schedule #9

Expenditures & Commitments
Maintenance Division
January 1st, 1944 to Dec. 31st, 1944

Personal Services		
Salaries	$ 511,191.50	
Wages, Labor	1,560,703.21	
Special Services	135.44	
		$ 2,072,030.15
Materials & Supplies		
Heat, Light & Power	$ 438.40	
Stationery & Office Supplies	2,433.25	
Parts	3.30	
Materials & Supplies	485,330.71	
Tools	3,268.44	
		$ 491,474.10
Services Other Than Personal		
Traveling Expenses	$ 13,276.45	
Rent of Equipment - Mileage	702.62	
Insurance	42,798.21	
Postage	2,968.56	
Printing, Blue Prints, etc.	220.66	
Rents - Land & Bldgs.	11,021.42	
Rent of Equipment	87,003.26	
Telephone & Telegraph	7,130.33	
Freight, Cartage & Storage	1,850.31	
Other Misc. Expense	3,490.65	
State Purchase Fund	321.57	
		$ 170,784.04
Current Repairs		107.37
Unclassified		
Comp. Claims, Awards & Med.	$ 28,606.80	
Maintenance by Agree. & Contract	86,519.50	
Depreciation	11,724.27	
		$ 126,850.57
Purchase & Stores		12,445.84
Building & Grounds		7,775.44
Department Trucks		313,555.98
" Cars		79,546.21
" Equipment		166,748.96
		$ 3,441,318.66
Less Accounts Receivable		37,340.29
TOTAL EXPENDITURES		$ 3,403,978.37
Commitments:		
Outside Equipment	$ 20,317.75	
Materials & Freight, etc.	375,988.93	
Due Municipalities	2,106.93	
Maintenance Projects	212,675.70	
Liability Compensation	4,109.84	
W.P.A. Projects	100,780.59	
Inst. Roads & Approaches	31,674.20	$ 747,653.94
TOTAL EXPENDITURES & COMMITMENTS.		$ 4,151,632.31

Schedule #10

Distribution of
Expenditures and Commitments
Maintenance Division
January 1, 1944 to Dec. 31,1944

	Total	Maintenance of State Highway	Inst. Roads & Approaches	Credit Work Done for Other Divisions
Maintenance of Roads	$1,945,179.99	$ 1,796,798.65	$ 148,381.34	$ 0
Maintenance of Bridges	117,354.57	117,354.57	0	0
Insurance on Bridges	42,492.64	42,492.64	0	0
Landscape & Roadside Beautification	147,715.60	147,715.60	0	0
Misc. Signs and Special Work	393,960.85	393,960.85	0	0
Snow Removal and Ice Control	753,918.00	753,918.00		
Construction	96,596.85	0	0	96,596.85
Other Divisions	60,820.20	0	0	60,820.20
Accounts Receivable	37,340.29	0	0	37,340.29
Del. & Raritan Canal Bridges	3,356.72	3,356.72	0	0
Total Expenditures	$3,598,735.71	$3,255,597.03	$ 148,381.34	$ 194,757.34
Commitments:	747,653.94	715,979.74	31,674.20	0
T O T A L.	$4,346,389.65	$3,971,576.77	$ 180,055.54	$ 194,757.34

Status of Allotment

	Balance of Commitments 12/31/43	1944 - 45 Funds	Total Funds	Expenditures	Commitments	Total Expenditures & Commitments	Balance
Maintenance	$777,212.02	$5,207,000.00	$5,984,212.02	$3,252,240.31	$715,979.74	$3,968,220.05	$2,015,991.97
Inst.Rds.& Approaches	90,026.80	247,500.00	337,526.80	148,381.34	31,674.20	180,055.54	157,471.26
Del. & Raritan Canal Brs.	0	13,000.00	13,000.00	3,356.72	0	3,356.72	9,643.28
T O T A L.	$867,238.82	$5,467,500.00	$6,334,738.82	$3,403,978.37	$747,653.94	$4,151,632.31	$2,183,106.51

Schedule #10A

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
	Miles	20.129		2.989		1.330		.422						1.049				.476		26.395	
1	M-1	$ 2,628.44	$ 130.58	$ 3,974.35	$ 1,329.67	$2,555.23	$1,921.23	$ 289.53	$ 686.09	$	$	$	$	$ 87.87	$ 83.77	$	$	$	$	$ 9,535.42	$ 361.26
	M-2	922.91	45.84																	922.91	34.97
	M-3	18,927.69	940.32	2,744.86	918.32	597.83	449.50	2,080.22	4,929.43					754.43	719.19					25,105.03	951.13
	M-4	310.10	15.41	19.35	6.47	2.57	1.93							214.06	204.06					546.08	20.69
	E-5	2,550.29	126.70	933.33	312.25	14.17	10.65	177.78	421.28											3,675.57	139.25
	E-7	431.97	21.46					37.73	89.41					7.09	6.76					476.79	18.06
	Const.																				
	Total	25,771.40	1,280.31	7,671.89	2,566.71	3,169.80	2,383.31	2,585.26	6,126.21					1,063.45	1,013.78					40,261.80	1,525.36
S-1	Miles	3.058				.087														3.145	
	M-1	2,607.21	852.59			9.04	103.91													2,616.25	831.89
	M-2	2,054.82	671.95																	2,054.82	653.36
	M-3	1,773.04	579.80																	1,773.04	563.76
	M-4	27.44	8.97																	27.44	8.72
	Const.																				
	Total	6,462.51	2,113.31			9.04	103.91													6,471.55	2,057.73
S-1A	Miles	2.091																		2.091	
	M-1	138.33	66.15																	138.33	66.15
	M-2	618.16	295.63																	618.16	295.63
	M-3	629.57	301.09																	629.57	301.09
	M-4	2.57	1.23																	2.57	1.23
	Const.																				
	Total	1,388.63	664.10																	1,388.63	664.10
3	Miles	8.844		.015		.065														8.924	
	M-1	1,405.56	158.93	11.95	796.58	19.47	299.53													1,436.98	161.02
	M-2	150.50	17.02																	150.50	16.86
	M-3	8,139.41	920.32	21.27	1,417.86	12.08	185.85													8,172.76	915.82
	M-4	895.09	101.21																	895.09	100.30
	E-5	235.96	26.68																	235.96	26.44
	E-6	58.77	6.65																	58.77	6.59
	E-7	295.26	33.39																	295.26	33.09
	Const.																				
	Total	11,180.55	1,264.20	33.22	2,214.44	31.55	485.38													11,245.32	1,260.12
S-3	Miles	2.097												.049				3.552		5.698	
	M-1	43.72	20.85											52.93	1,080.19					96.65	16.96
	M-3	458.92	218.84															74.62	21.01	533.54	93.64
	M-4	2.57	1.23											2.57	52.45					5.14	.90
	E-7	61.64	29.39																	61.64	10.82
	Const.																				
	Total	566.85	270.31											55.50	1,132.64			74.62	21.01	696.97	122.32
4	Miles	127.547		.831		18.509						13.872		3.971		.400				165.130	
	M-1	11,713.18	91.83	214.49	258.11	6,935.57	374.71					6,539.20	471.40	1,196.49	301.31	92.38	230.95			26,691.31	161.64
	M-2	3,438.99	26.96			71.25	3.85					145.43	10.48	374.91	94.42					4,030.58	24.41
	M-3	68,041.53	533.46	551.58	663.75	7,792.26	421.00					8,056.51	580.77	2,709.01	682.20	13.99	34.98			87,164.88	527.86
	M-4	1,063.38	8.34	6.87	8.27	161.49	8.72					36.69	2.64	412.55	103.89					1,680.98	10.18
	E-5	1,366.65	10.71			78.82	4.26					568.74	41.00	2,427.65	611.34					4,441.86	26.90
	E-7	6,289.32	49.31	358.44	431.34	333.60	18.02					16.62	1.20	23,690.54	5,965.88					30,688.52	185.84
	E-8	29.18	.23																	29.18	.17
	Const.																				
	Total	91,942.23	720.84	1,131.38	1,361.47	15,372.99	830.56					15,363.19	1,107.49	30,811.15	7,759.04	106.37	265.93			154,727.31	937.00
S-4	Miles	1.565																		1.565	
	M-1	159.54	101.94																	159.54	101.94
	M-3	765.15	488.91																	765.15	488.91
	M-4	13.99	8.94																	13.99	8.94
	E-5	70.18	44.84																	70.18	44.84
	Const.																				
	Total	1,008.86	644.63																	1,008.86	644.63
S-4B	Miles																	16.109		16.109	
	M-3																	113.19	7.03	113.19	7.03
	M-4																	14.08	.87	14.08	.87
	E-7																	108.04	6.71	108.04	6.71
	Const.																				
	Total																	235.31	14.61	235.31	14.61
5	Miles	3.470				.975														4.445	
	M-1	305.34	87.99			865.18	887.36													1,170.52	263.33
	M-2	183.58	52.90																	183.58	41.30
	M-3	2,526.17	728.00			104.93	107.62													2,631.10	591.92
	M-4	60.99	17.58																	60.99	14.72
	E-5	457.86	131.96																	457.86	103.01
	E-7	6,741.46	1,942.78			50.28	51.57													6,791.74	1,527.95
	Const.																				
	Total	10,275.40	2,961.21			1,020.39	1,046.55													11,295.79	2,541.23
6	Miles	61.590		5.355		5.911		.507								.114				73.477	
	M-1	6,073.21	98.61	2,516.13	469.87	2,146.80	363.19	10.62	20.95							123.54	1,083.68			10,870.30	147.94
	M-2	9,862.83	160.14																	9,862.83	134.23
	M-3	35,106.26	570.00	4,843.77	904.53	1,540.14	260.55	165.45	326.29											41,655.60	566.92
	M-4	4,547.65	73.84	5.52	1.03	125.18	21.18	1.81	3.57											4,680.16	63.70
	E-5	25,390.83	412.25			99.58	16.85													25,490.41	346.92
	E-7	3,086.92	50.12	102.56	19.15															3,189.48	43.41
	E-8	4.07	.06																	4.07	.05
	Const.																				
	Total	84,071.77	1,365.02	7,467.98	1,394.58	3,811,70	661.77	177.86	350.81							123.54	1,083.68			95,752.85	1,303.17

Schedule #10B

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding, paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
S-6	Miles	1.396		.867																2.263	
	M-1	$ 103.30	$ 74.00	$ 15.59	$ 17.98	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 118.89	$ 52.54
	M-3	84.19	60.31																	84.19	37.20
	M-4	9.50	6.81																	9.50	4.20
	E-7	8.43	6.03																	8.43	3.72
	Const.																				
	Total	205.42	147.15	15.59	17.98															221.01	97.66
6A	Miles	1.333																		1.333	
	M-1	110.94	83.23																	110.94	83.23
	M-3	695.94	522.08																	695.94	522.08
	M-4	96.93	72.72																	96.93	72.72
	Const.																				
	Total	903.81	678.03																	903.81	678.03
7	Miles	1.223				3.897		.190												5.310	
	M-1	195.45	159.81			759.68	194.94	46.33	243.34											1,001.46	188.60
	M-3	377.84	308.95			720.73	184.94	17.63	92.79											1,116.20	210.21
	M-4	128.05	104.70																	128.05	24.11
	E-5					20.35	5.22													20.35	3.83
	E-7					281.03	72.12	.06	.32											281.09	52.94
	Const.																				
	Total	701.34	573.46			1,781.79	457.22	64.02	336.95											2,547.15	479.69
8	Miles	23.830												.124						23.954	
	M-1	614.83	25.80											37.90	305.65					652.73	27.25
	M-2	1,048.85	44.01																	1,048.85	43.79
	M-3	11,403.42	478.53											20.20	162.90					11,423.62	476.90
	M-4	819.19	34.38																	819.19	34.20
	E-7	669.36	28.09																	669.36	27.94
	Const.																				
	Total	14,555.65	610.81											58.10	468.55					14,613.75	610.08
10	Miles	19.189		3.797				1.201						.043						24.230	
	M-1	1,124.74	58.61	376.18	99.07			1,046.40	871.27					15.39	357.91					2,562.71	105.77
	M-2	1,725.82	89.94																	1,725.82	71.23
	M-3	13,411.21	698.91	1,015.93	267.56			1,468.76	1,222.95											15,895.90	656.04
	M-4	708.12	36.90	41.82	11.01			41.46	34.52											791.40	32.66
	E-5	3,476.15	181.15	51.02	13.44			324.61	270.28											3,851.78	158.97
	E-7	1,528.73	79.67	121.86	32.09			5.88	4.90											1,656.47	68.36
	Const.																				
	Total	21,974.77	1,145.18	1,606.81	423.17			2,887.11	2,403.92					15.39	357.91					26,484.08	1,093.03
12	Miles	9.530												1.250						10.780	
	M-1	787.95	82.68											3,395.08	2,716.06					4,183.03	388.04
	M-2																				
	M-3	4,076.25	427.73											755.62	604.50					4,831.87	448.23
	M-4																				
	E-5																				
	E-7	797.87	83.72																	797.87	74.01
	Const.																				
	Total	5,662.07	594.13											4,150.70	3,320.56					9,812.77	910.28
13E	Miles	.029										.107								.136	
	M-1	54.07	1,864.48									148.48	1,387.66							202.55	1,489.34
	M-3											60.82	568.41							60.82	447.21
	M-4											87.10	814.02							87.10	640.44
	E-7											47.97	448.32							47.97	352.72
	Const.																				
	Total	54.07	1,864.48									344.37	3,218.41							398.44	2,929.71
17	Miles	25.925												.276						26.201	
	M-1	2,576.05	99.37											27.37	99.17					2,603.42	99.36
	M-2	10,798.22	416.52																	10,798.22	412.13
	M-3	10,741.32	414.32																	10,741.32	409.96
	M-4	1,786.68	68.92																	1,786.68	68.19
	E-5	703.52	27.14																	703.52	26.85
	E-7	2,450.57	94.53																	2,450.57	93.53
	Const.																				
	Total	29,056.36	1,120.80											27.37	99.17					29,083.73	1,110.02
18	Miles											4.274								4.274	
	M-3											169.79	39.73							169.79	39.73
	E-5											11.51	2.69							11.51	2.69
	Const.																				
	Total											181.30	42.42							181.30	42.42
21	Miles	1.980		.200		3.173								.087						5.440	
	M-1	764.38	386.05			421.00	132.68							211.95	2,436.21					1,397.33	256.86
	M-3	2,078.44	1,049.72			1,081.50	340.85													3,159.94	580.87
	M-4	245.06	123.77																	245.06	45.05
	E-5	53.37	26.95																	53.37	9.81
	Const.																				
	Total	3,141.25	1,586.49			1,502.50	473.53							211.95	2,436.21					4,855.70	892.59
22	Miles	.147																		.147	
	M-1	8.19	55.71																	8.19	55.71
	M-3	131.86	897.01																	131.86	897.01
	Const.																				
	Total	140.05	952.72																	140.05	952.72

Schedule #10C

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
23	Miles	39.275				.040				8.765				.149						48.229	
	M-1	$2,606.01	$ 66.35	$	$	$ 17.24	$ 431.00	$	$	$12,172.33	$1,388.74	$	$	$ 122.86	$ 824.56	$	$	$	$	$ 14,918.44	$ 309.33
	M-2	159.87	4.08																	159.87	3.31
	M-3	20,046.13	510.40							3,749.93	427.83									23,796.06	493.40
	M-4	1,537.58	39.15			2.57	64.25			379.06	43.25			7.32	49.13					1,926.53	39.95
	E-5	710.14	18.08																	710.14	14.72
	E-7	3,916.69	99.72							980.21	111.83									4,896.90	101.53
	Const.																				
	Total	28,976.42	737.78			19.81	495.25			17,281.53	1,971.65			130.18	873.69					46,407.94	962.24
24	Miles	24.730		2.299		4.865		0.231												32.125	
	M-1	3,778.63	152.80	786.76	342.22	171.10	35.17	37.84	163.81											4,774.33	148.62
	M-2	89.62	3.62	65.18	28.35	2,441.33	501.82													2,596.13	80.81
	M-3	10,504.38	424.76	1,082.12	470.69	1,244.26	255.76	93.45	404.54											12,924.21	402.31
	M-4	536.66	21.70																	536.66	16.71
	E-5	9,158.26	370.33																	9,158.26	285.08
	E-7	1,550.63	62.70	95.48	41.53	46.82	9.62													1,692.93	52.70
	Const.																				
	Total	25,618.18	1,035.91	2,029.54	882.79	3,903.51	802.37	131.29	568.35											31,682.52	986.23
S-24	Miles	10.465		0.149		0.401														11.015	
	M-1	1,129.70	107.95			20.09	50.10													1,149.79	104.38
	M-2	257.25	24.58																	257.25	23.35
	M-3	5,213.40	498.17	17.32	116.24	254.09	633.64													5,484.81	497.94
	M-4	329.71	31.51																	329.71	29.93
	E-7	405.89	38.79																	405.89	36.85
	E-8	1,006.84	96.21																	1,006.84	91.41
	Const.																				
	Total	8,342.79	797.21	17.32	116.24	274.18	683.74													8,634.29	783.86
25	Miles	87.705		12.305		8.394		4.973						0.255				2.012		115.644	
	M-1	20,539.56	234.19	9,960.63	809.48	11,638.47	1,386.52	6,120.74	1,230.79					1,670.76	6,552.00					49,930.16	431.76
	M-2	1,922.13	21.91			3.83	.46													1,925.96	16.65
	M-3	71,752.38	818.11	5,224.38	424.57	8,621.50	1,027.11	11,599.69	2,332.53					6.90	27.06					97,204.85	840.55
	M-4	2,935.34	33.47	125.46	10.20	82.47	9.82	257.91	51.86					15.81	62.00					3,416.99	29.55
	E-5	7,417.79	84.58	209.38	17.02	466.00	55.52	874.96	175.95					63.37	248.51					9,031.50	78.10
	E-7	7,475.90	85.24	4,225.07	343.36	836.83	99.69							3,153.37	12,366.16					15,691.17	135.68
	Const.																				
	Total	112,043.10	1,277.50	19,744.92	1,604.63	21,649.10	2,579.12	18,853.30	3,791.13					4,910.21	19,255.73					177,200.63	1,532.29
26	Miles	25.161				0.687														25.848	
	M-1	5,422.49	215.51			106.82	155.49													5,529.31	213.92
	M-2	70.55	2.80																	70.55	2.73
	M-3	20,316.70	807.47			278.21	404.96													20,594.91	796.77
	M-4	374.10	14.87																	374.10	14.47
	E-5	22.73	.90																	22.73	.88
	E-7	432.73	17.20																	432.73	16.74
	Const.																				
	Total	26,639.30	1,058.75			385.03	560.45													27,024.33	1,045.51
27	Miles	18.205		0.821		23.916		1.140												44.082	
	M-1	5,897.31	323.94	90.91	110.73	16,234.90	678.82	206.06	180.75											22,429.18	508.81
	M-2	50.16	2.76			61.85	2.59													112.01	2.54
	M-3	10,120.47	555.92	762.94	929.29	10,716.71	448.10	189.96	166.63											21,790.08	494.31
	M-4	168.97	9.28	34.17	41.62	96.59	4.04													299.73	6.80
	E-5	53,006.06	2,911.62																	53,006.06	1,202.44
	E-7	94.55	5.19	61.89	75.38	389.82	16.30	6.51	5.71											552.77	12.54
	Const.																				
	Total	69,337.52	3,808.71	949.91	1,157.02	27,499.87	1,149.85	402.53	353.09											98,189.83	2,227.44
28	Miles	50.645		.208		6.012										.166		6.852		63.883	
	M-1	9,353.27	148.68	149.33	717.93	904.35	150.42									4.33	26.08	59.45	8.68	10,470.73	163.90
	M-2	551.35	10.89			226.85	37.73													778.20	12.18
	M-3	31,339.91	618.82	132.03	634.76	2,321.17	386.09									22.42	135.06	697.21	101.75	34,512.74	540.25
	M-4	535.46	10.57																	535.46	8.38
	E-5	11,151.15	220.18			337.49	56.14													11,488.64	179.84
	E-7	4,609.80	91.02			359.12	59.73											187.30	27.34	5,156.22	80.71
	E-8	233.74	4.62																	233.74	3.66
	Const.																	111.76		111.76	
	Total	57,774.68	1,140.78	281.36	1,352.69	4,148.98	690.11									26.75	161.14	1,055.72	136.77	63,287.49	988.92
S-28	Miles	7.615												.315						7.930	
	M-1	1,427.95	187.52											509.81	1,618.44					1,937.76	244.36
	M-2	2,324.59	305.26																	2,324.59	293.14
	M-3	4,845.80	636.35																	4,845.80	611.07
	M-4	50.72	6.66																	50.72	6.40
	E-7	166.61	21.88																	166.61	21.00
	Const.																				
	Total	8,815.67	1,157.67											509.81	1,618.44					9,325.48	1,175.97
29	Miles	51.337				.668														52.005	
	M-1	14,340.78	279.35			149.11	223.22													14,489.89	278.63
	M-2	3,290.38	64.09																	3,290.38	63.27
	M-3	29,828.42	581.03			668.42	1,000.63													30,496.84	586.42
	M-4	1,014.66	19.76																	1,014.66	19.51
	E-5	12,988.64	253.02																	12,988.64	249.76
	E-7	7,022.43	136.79																	7,022.43	135.05
	E-8	489.49	9.53																	489.49	9.41
	Const.																				
	Total	68,974.80	1,343.57			817.53	1,223.85													69,792.33	1,342.03

Schedule #10D

ANALYSIS OF 1944 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PE MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
	Miles	2.997										.852								3.849	
29-A	M-1	$ 165.64	$ 55.27	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 165.64	$ 43.03
	M-3	154.26	51.47																	154.26	40.08
	Const.																				
	Total	319.90	106.74																	319.90	83.11
30	Miles	47.160		.152		.020				.131				.500						47.963	
	M-1	7,132.86	151.25	365.26	2,403.03									1,362.44	2,724.88					8,860.56	184.74
	M-2	1,390.67	29.49																	1,390.67	28.99
	M-3	26,701.74	566.19	192.20	1,264.47					31.24	238.47			357.92	715.84					27,283.10	568.84
	M-4	549.08	11.64																	549.08	11.45
	E-5	10,762.90	228.22																	10,762.90	224.40
	E-7	2,408.44	51.07											54.15	108.30					2,462.59	51.34
	E-8	132.80	2.82																	132.80	2.77
	Const.																				
	Total	49,078.49	1,040.68	557.46	3,667.50					31.24	238.47			1,774.51	3,509.02					51,441.70	1,072.53
31	Miles	50.615		0.787						3.458				1.200						56.060	
	M-1	6,268.37	123.83	2,369.42	3,010.70					6,862.04	1,984.39			432.99	360.82					15,932.82	284.21
	M-2	157.20	3.11																	157.20	2.80
	M-3	15,120.72	298.74	205.81	261.51					1,975.74	571.35			262.77	218.98					17,565.04	313.33
	M-4	452.86	8.95							42.00	12.15									494.86	8.83
	E-5	6,809.06	134.53																	6,809.06	121.46
	E-7	5,090.29	100.57	24.34	30.93															5,114.63	91.23
	Const.																				
	Total	33,898.50	669.73	2,599.57	3,303.14					8,879.78	2,567.89			695.76	579.80					46,073.61	821.86
S-31	Miles	13.678		.048						2.300		2.600		.201						18.827	
	M-1	368.73	26.96	149.24	3,109.17					3,228.14	1,403.55	4,198.50	1,614.80	568.17	2,826.71					8,512.78	452.16
	M-2	4,718.10	344.94																	4,718.10	250.60
	M-3	11,504.91	841.13							1,099.59	478.08	779.93	299.97	27.49	136.77					13,411.92	712.38
	M-4	200.86	14.68	2.57	53.54					25.38	11.03	7.32	2.82	7.32	36.42					243.45	12.93
	E-7	1,996.71	145.98									44.11	16.97							2,040.82	108.40
	Const.																				
	Total	18,789.31	1,373.69	151.81	3,162.71					4,353.11	1,892.66	5,029.86	1,934.56	602.98	2,999.90					28,927.07	1,536.47
32	Miles	9.838		2.588		8.324														20.750	
	M-1	886.25	90.08	1,916.22	740.43	2,219.53	266.60													5,022.00	242.02
	M-2					260.47	31.80													260.47	12.55
	M-3	2,920.50	296.87	861.41	332.85	4,659.91	559.35													8,441.82	406.83
	M-4	203.87	20.72	2.57	.99	110.11	13.23													316.55	15.26
	E-5	2,526.44	256.80																	2,526.44	121.76
	E-7	388.67	39.51			455.42	54.71													844.09	40.68
	Const.																				
	Total	6,925.73	703.98	2,780.20	1,074.27	7,705.44	825.69													17,411.37	839.10
33	Miles	37.298		1.200		3.670														42.168	
	M-1	2,039.65	54.67	323.23	269.36	593.67	161.77													2,956.55	70.11
	M-2	280.01	7.51			294.97	80.37													574.98	13.64
	M-3	24,148.46	647.45	553.49	461.24	1,026.23	279.63													25,728.18	610.13
	M-4	672.72	18.04	48.36	40.30															721.08	17.10
	E-5	868.93	23.30																	868.93	20.61
	E-7	5,360.11	143.71	3.07	2.56	114.52	31.20													5,477.70	129.90
	Const.																				
	Total	33,369.88	894.68	928.15	773.46	2,029.39	552.97													36,327.42	861.49
34	Miles	25.883				.097														25.980	
	M-1	2,160.51	83.47																	2,160.51	83.16
	M-3	22,170.33	856.56																	22,170.33	853.36
	M-4	80.75	3.13																	80.75	3.11
	E-5	9,773.07	377.58																	9,773.07	376.18
	E-7	2,271.52	87.76																	2,271.52	87.43
	Const.																				
	Total	36,456.18	1,408.50																	36,456.18	1,403.24
35	Miles	51.775		2.210		14.418								.437				.133		68.973	
	M-1	10,871.37	209.97	803.15	363.42	3,254.91	225.75							1,897.04	4,341.05			50.77	381.73	16,877.24	244.69
	M-2	115.97	2.24																	115.97	1.68
	M-3	21,482.47	414.92	381.73	172.73	4,406.13	305.60							73.40	167.96					26,343.73	381.94
	M-4	1,469.39	28.38			48.01	3.33							397.46	909.52					1,914.86	27.76
	E-5	1,336.66	25.82											619.27	1,417.09					1,955.93	28.36
	E-7	7,061.86	136.40	82.80	37.46	2,721.84	188.78							54.52	124.76					9,921.02	143.84
	E-8	68.90	1.33											286.90	656.53					355.80	5.16
	Const.																				
	Total	42,406.62	819.06	1,267.68	573.61	10,430.89	723.46							3,328.59	7,616.91			50.77	381.73	57,484.55	833.43
36	Miles	16.118		.240																16.358	
	M-1	1,542.84	95.72																	1,542.84	94.31
	M-3	3,914.00	242.83	30.67	127.79															3,944.67	241.14
	M-4	139.36	8.65																	139.36	8.52
	E-5	2,953.69	183.25																	2,953.69	180.57
	E-7	2,301.10	143.77	6.13	25.54															2,307.23	141.05
	Const.																				
	Total	10,850.99	673.22	36.80	153.33															10,887.79	665.59

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		TOTAL	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
	Miles	23.582				.719						2.801		1.038						28.140	
37	M-1	$ 1,343.54	$ 56.97	$	$	$ 375.93	$ 522.85	$	$	$	$	$2,715.53	$ 96.95	$ 309.75	$ 298.41	$	$	$	$	$ 4,744.75	$ 168.61
	M-2	390.15	16.54																	390.15	13.86
	M-3	13,585.07	576.09			623.76	867.54					1,841.71	65.75	341.88	329.36					16,392.42	582.53
	M-4	509.12	21.59																	509.12	18.09
	E-5	969.52	41.11																	969.52	34.46
	E-7	7,724.80	327.57																	7,724.80	274.51
	Const.																				
	Total	24,522.20	1,039.87			999.69	1,390.39					4,557.24	162.70	651.63	627.77					30,730.76	1,092.06
38	Miles	16.801										3.364								20.165	
	M-1	1,769.50	105.32									1,125.14	33.45							2,894.64	143.55
	M-2	126.21	7.51																	126.21	6.26
	M-3	13,824.52	822.84									1,018.40	30.27							14,842.92	736.07
	M-4	394.12	23.46																	394.12	19.54
	E-5	1,147.27	68.29																	1,147.27	56.89
	E-7	2,051.95	122.13									902.83	26.84							2,954.78	146.54
	E-8	3,915.05	233.02																	3,915.05	194.15
	Const.																				
	Total	23,228.62	1,382.57									3,046.37	90.56							26,274.99	1,303.00
39	Miles	33.855		6.585		.249								.521						41.210	
	M-1	2,924.10	86.37	1,150.75	174.75	100.69	404.38							232.62	446.49					4,408.16	106.97
	M-2	1,311.18	38.73																	1,311.18	31.82
	M-3	17,593.24	519.67	4,527.24	687.51															22,120.48	536.77
	M-4	485.84	14.35	45.87	6.97	52.42	210.52							8.74	16.77					592.87	14.39
	E-5	4,131.65	122.04																	4,131.65	100.26
	E-7	1,877.41	55.45																	1,877.41	45.55
	Const.																				
	Total	28,323.42	836.61	5,723.86	869.23	153.11	614.90							241.36	463.26					34,441.75	835.76
S-39	Miles	8.132																		8.132	
	M-1	144.57	17.78																	144.57	17.78
	M-3	4,091.84	503.18																	4,091.84	503.18
	M-4																				
	E-7	380.09	46.74																	380.09	46.74
	Const.																				
	Total	4,616.50	567.70																	4,616.50	567.70
40	Miles	55.041		3.052																58.093	
	M-1	3,429.17	62.30	550.83	180.48															3,980.00	68.51
	M-2	228.10	4.14																	228.10	3.93
	M-3	56,930.36	1,034.33	64.83	21.24															56,995.19	981.10
	M-4	470.33	8.55																	470.33	8.10
	E-5	3,990.11	72.49																	3,990.11	68.68
	E-7	3,901.85	70.89																	3,901.85	67.17
	Const.																				
	Total	68,949.92	1,252.70	615.66	201.72															69,565.58	1,197.49
S-40	Miles	23.190																		23.190	
	M-1	1,199.67	51.73																	1,199.67	51.73
	M-3	16,461.91	709.87																	16,461.91	709.87
	M-4	387.76	16.72																	387.76	16.72
	E-7	2,969.85	128.07																	2,969.85	128.07
	E-8	224.51	9.68																	224.51	9.68
	Const.																				
	Total	21,243.70	916.07																	21,243.70	916.07
41	Miles	9.001												.389						9.390	
	M-1	615.00	68.33											432.73	1,112.43					1,047.73	111.57
	M-2	30.98	3.44																	30.98	3.30
	M-3	5,380.37	597.75											63.98	164.47					5,444.35	579.80
	M-4	41.00	4.56											101.51	260.94					142.51	15.18
	E-5	315.98	35.10																	315.98	33.65
	E-7	501.79	55.75																	501.79	53.44
	E-8	31.42	3.49																	31.42	3.35
	Const.																				
	Total	6,916.54	768.42											598.22	1,537.84					7,514.76	800.29
S-41	Miles	18.768		.520						1.340										20.628	
	M-1	2,873.97	153.13	108.44	208.54					233.19	174.03									3,215.60	155.88
	M-3	21,378.61	1,139.10	414.50	797.12					458.19	341.93									22,251.30	1,078.69
	M-4	187.27	9.98																	187.27	9.08
	E-5	366.84	19.55																	366.84	17.78
	E-7	3,311.33	176.43																	3,311.33	160.53
	E-8	1,748.98	93.19																	1,748.98	84.79
	Const.																				
	Total	29,867.00	1,591.38	522.94	1,005.66					691.38	415.96									31,081.32	1,506.75
42	Miles	42.921				3.435														46.356	
	M-1	3,745.97	87.28			381.53	111.07													4,127.50	89.04
	M-2	5,040.20	117.43			15.18	4.42													5,055.38	109.06
	M-3	23,043.52	536.88			918.59	267.42													23,962.11	516.91
	M-4	493.44	11.50																	493.44	10.64
	E-5	3,282.33	76.47																	3,282.33	70.81
	E-7	3,962.60	92.32																	3,962.60	85.48
	Const.																				
	Total	39,568.06	921.88			1,315.30	382.91													40,883.36	881.94

ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
	Miles	47.869										15.800*								47.869	
43	M-1	$44,584.19	$ 931.39	$	$	$	$	$	$	$	$	$ 72.57	$ 4.59	$	$	$	$	$	$	$ 44,656.76	$ 932.89
	M-2											909.09	57.54							909.09	18.99
	M-3	26,696.67	557.70									82.62	5.23							26,779.29	559.43
	M-4	677.16	14.15																	677.16	14.15
	E-5	6.77	.14																	6.77	.14
	E-6	65.17	1.36																	65.17	1.36
	E-7	4,021.06	84.00																	4,021.06	84.00
	E-8	141.05	2.94																	141.05	2.95
	Const.																				
	Total	76,192.07	1,591.68									1,064.28	67.36							77,256.35	1,613.91
44	Miles	24.497		8.600						2.435				3.191				3.203		41.926	
	M-1	5,200.59	212.30	8,451.10	982.69					1,120.17	460.03			2,911.52	912.42					17,683.38	421.79
	M-2	393.19	16.05	41.79	4.86															434.98	10.37
	M-3	9,326.24	380.71	3,789.20	440.61					309.87	127.26			1,439.04	450.97					14,864.35	354.54
	M-4	344.53	14.06	113.64	13.21									239.26	74.98					697.43	16.63
	E-5																				
	E-7	12,515.50	510.90	21.62	2.51									1,048.54	328.59					13,585.66	324.04
	E-8	24.47	1.00																	24.47	.58
	Const.																				
	Total	27,804.52	1,135.02	12,417.35	1,443.88					1,430.04	587.29			5,638.36	1,766.96					47,290.27	1,127.95
45	Miles	29.592		4.130										.930						34.652	
	M-1	8,023.73	271.16	1,972.46	477.59									305.62	328.62					10,301.81	297.29
	M-2	232.41	7.85	27.00	6.54															259.41	7.49
	M-3	14,524.47	490.82	899.09	217.70															15,423.56	445.10
	M-4	341.91	11.55																	341.91	9.87
	E-5	7,040.73	237.93																	7,040.73	203.18
	E-7	870.92	29.43	273.22	66.15															1,144.14	33.02
	Const.																				
	Total	31,034.17	1,048.74	3,171.77	767.98									305.62	328.62					34,511.56	995.95
46	Miles	20.667																		20.667	
	M-1	3,781.22	182.96																	3,781.22	182.96
	M-3	11,383.69	550.81																	11,383.69	550.81
	M-4	286.99	13.89																	286.99	13.89
	E-5																				
	E-7	10.30	.50																	10.30	.50
	Const.																				
	Total	15,462.20	748.16																	15,462.20	748.16
47	Miles	42.784		11.058												.500				54.342	
	M-1	3,429.25	80.15	2,113.36	191.12											37.48	74.96			5,580.09	102.68
	M-2	20.73	.48																	20.73	.38
	M-3	25,126.77	587.29	3,399.23	307.40											73.28	146.56			28,599.28	526.29
	M-4	157.13	3.67																	157.13	2.89
	E-5	236.28	5.52																	236.28	4.35
	E-7	884.39	20.68																	884.39	16.27
	E-8	81.96	1.92																	81.96	1.51
	Const.																				
	Total	29,936.51	699.71	5,512.59	498.52											110.76	221.52			35,559.86	654.37
48	Miles	34.315		8.503		22.596														65.414	
	M-1	3,328.10	96.99	2,023.25	237.95	5,452.21	241.29													10,803.56	165.16
	M-2	57.90	1.69	94.96	11.17	87.54	3.87													240.40	3.68
	M-3	13,288.45	387.25	3,228.16	379.64	10,425.94	461.41													26,942.55	411.87
	M-4	92.51	2.70			50.85	2.25													143.36	2.19
	E-7	1,685.94	49.12	3,129.42	368.04															4,815.36	73.61
	Const.																				
	Total	18,452.90	537.75	8,475.79	996.80	16,016.54	708.82													42,945.23	656.51
49	Miles	43.081		.313		9.880						.896				.250				54.420	
	M-1	2,361.00	54.80	63.66	203.39	690.58	69.90					287.51	320.88			35.55	142.20			3,438.30	63.18
	M-3	22,347.01	518.72			4,644.88	470.13					292.09	325.99							27,283.98	501.36
	M-4	276.46	6.42																	276.46	5.08
	E-5																				
	E-7					415.66	42.07													415.66	7.64
	Const.																				
	Total	24,984.47	579.94	63.66	203.39	5,751.12	582.10					579.60	646.87			35.55	142.20			31,414.40	577.26
S-49	Miles	14.104																		14.104	
	M-1	516.20	36.60																	516.20	36.60
	M-3	9,883.36	700.75																	9,883.36	700.75
	M-4																				
	E-8	382.52	27.12																	382.52	27.12
	Const.																				
	Total	10,782.08	764.47																	10,782.08	764.47
50	Miles	25.141				.200														25.341	
	M-1	1,976.65	78.62			41.72	208.60													2,018.37	79.65
	M-3	11,310.55	449.88			153.41	767.05													11,463.96	452.39
	M-4																				
	E-7	102.02	4.06																	102.02	4.03
	E-8	1,878.87	74.73																	1,878.87	74.14
	Const.																				
	Total	15,268.09	607.29			195.13	975.65													15,463.22	610.21

* Route #43 - Narrow gravel pavement 10' to 11' wide - parallel to concrete, not included in the total of mileage.

Schedule #10G

ANALYSIS OF 1944 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Rt.	Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
		TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
	Miles	.342																		.342	
51	M-1	$ 85.52	$ 250.06	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$ 85.52	$ 250.06
	M-2	44.72	130.76																	44.72	130.76
	M-3	40.77	119.21																	40.77	119.21
	M-4																				
	Const.																	6,691.19		6,691.19	
	Total	171.01	500.03															6,691.19		6,862.20	500.03
54	Miles											7.163								7.163	
	M-2											11.50	1.60							11.50	1.60
	M-3											20.84	2.91							20.84	2.91
	Const.																				
	Total											32.34	4.51							32.34	4.51
84	Miles	7.030																		7.030	
	M-1	461.22	65.61																	461.22	65.61
	M-3	2,721.75	387.16																	2,721.75	387.16
	M-4	103.56	14.73																	103.56	14.73
	E-7																				
	Const.																				
	Total	3,286.53	467.50																	3,286.53	467.50

ANALYSIS OF 1944 ROAD MAINTENANCE COSTS BY ROUTES, TYPE OF PAVEMENT AND CLASS OF WORK

ORDINARY MAINTENANCE:
M-1 Work on surface - travelled width.
M-2 Work on paved shoulders.
M-3 Work on drains, ditches, unpaved shoulders.
M-4 Work on guard rails and fences.
Const.-Cost incurred on jobs not maintained for FULL year.

EXTRAORDINARY REPAIRS:
E-5 Resurfacing, rebuilding, heavy patching - main pavement.
E-6 Rebuilding paved shoulders.
E-7 Rebuilding drains, new ditching, rebuilding unpaved shoulders.
E-8 Replacing guard rails and fences.

Class of Work	CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.		T O T A L	
	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE
Miles	1406.186		79.822		142.538		8.664		18.429		35.929		15.975		1.430		32.337		1741.310	
M-1	$ 219,139.51	$ 155.84	$ 40,456.69	$ 506.84	$ 56,064.82	$ 393.33	$ 7,757.52	$ 895.37	$23,615.87	$1,281.45	$15,086.93	$ 419.91	$15,781.29	$ 987.87	$ 293.28	$ 205.09	$ 110.22	$ 3.41	$ 378,306.13	$ 217.25
M-2	54,058.30	38.44	228.93	2.87	3,463.27	24.30					1,066.02	29.67	374.91	23.47					59,191.43	33.99
M-3	830,392.36	590.53	34,943.76	437.77	62,812.68	440.67	15,615.14	1,802.30	7,624.56	413.73	12,322.71	342.97	6,812.64	426.46	109.69	76.71	885.02	27.37	971,518.56	557.92
M-4	27,218.53	19.36	446.20	5.59	732.26	5.14	301.18	34.77	446.44	24.23	131.11	3.65	1,406.60	88.05			14.08	.44	30,696.40	17.63
E-5	185,277.81	131.76	1,193.73	14.95	1,016.41	7.13	1,377.35	158.97			580.25	16.15	3,110.29	194.70					192,555.84	110.58
E-6	123.94	.08																	123.94	.07
E-7	121,687.26	86.54	8,505.90	106.56	6,004.94	42.13	50.18	5.79	980.21	53.19	1,011.53	28.16	28,008.21	1,753.25			295.34	9.13	166,543.57	95.64
E-8	10,393.85	7.39											286.90	17.96					10,680.75	6.14
T o t a l	1,448,291.56		85,775.21		130,094.38		25,101.37		32,667.08		30,198.55		55,780.84		402.97		1,304.66		1,809,616.62	
Const.																	6,802.95		6,802.95	
GRAND TOTAL	$1,448,291.56	$ 1,029.94	$ 85,775.21	$1,074.58	$130,094.38	$ 912.70	$25,101.37	$2,897.20	$32,667.08	$1,772.60	$30,198.55	$ 840.51	$55,780.84	$3,491.76	$ 402.97	$ 281.80	$8,107.61	$ 40.35	$1,816,419.57	$1,039.22

Schedule #10H

----- ANALYSIS OF 1944 ROAD MAINTENANCE COST BY ROUTE AND TYPE OF PAVEMENT -----

ROUTE	TOTAL		CONCRETE		BITUMINOUS CONCRETE STONE BASE		BITUMINOUS CONCRETE CONCRETE BASE		STONE BLOCK		MACADAM		GRAVEL		BITUMINOUS MACADAM		BRICK		DIRT, CINDERS, ETC.	
NO.	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILE	TOTAL COST	COST PER MILES	TOTAL COST	COST PER MILES
1	$ 40,261.80	$1,525.36	$ 25,771.40	$1,280.31	$ 7,671.89	$ 2,566.71	$ 3,169.80	$2,383.31	$ 2,585.26	$6,126.21	$	$	$	$	$ 1,063.45	$1,013.78	$	$	$	$
S-1	6,471.55	2,057.73	6,462.51	2,113.31			9.04	103.91												
S-1-A	1,388.63	664.10	1,388.63	664.10																
3	11,245.32	1,260.12	11,180.55	1,264.20	33.22	2,214.44	31.55	485.38												
S-3	696.97	122.32	566.85	270.31											55.50	1,132.64			74.62	21.01
4	154,727.31	937.00	91,942.23	720.84	1,131.38	1,361.47	15,372.99	830.56					15,363.19	1,107.49	30,811.15	7,759.04	106.37	265.93		
S-4	1,008.86	644.63	1,008.86	644.63																
S-4-B	235.31	14.61																	235.31	14.61
5	11,295.79	2,541.23	10,275.40	2,961.21			1,020.39	1,046.55												
6	95,752.85	1,303.17	84,071.77	1,365.02	7,467.98	1,394.58	3,911.70	661.77	117.86	350.81							123.54	1,083.68		
S-6	221.01	97.66	205.42	147.15	15.59	17.98														
6-A	903.81	678.03	903.81	678.03																
7	2,547.15	479.69	701.34	573.46			1,781.79	457.22	64.02	336.95										
8	14,613.75	610.08	14,555.65	610.81											58.10	468.55				
10	26,484.08	1,093.03	21,974.77	1,145.18	1,606.81	423.17			2,887.11	2,403.92					15.39	357.91				
12	9,812.77	910.28	5,662.07	594.13											4,150.70	3,320.56				
13-E	398.44	2,929.71	54.07	1,864.48									344.37	3,218.41						
17	29,083.73	1,110.02	29,056.36	1,120.80											27.37	99.17				
18	181.30	42.42											181.30	42.42						
21	4,855.70	892.59	3,141.25	1,586.49			1,502.50	473.53							211.95	2,436.21				
22	140.05	952.72	140.05	952.72																
23	46,407.94	962.24	28,976.42	737.78			19.81	495.25			17,281.53	1,971.65			130.18	873.69				
24	31,682.52	986.23	25,618.18	1,035.91	2,029.54	882.79	3,903.51	802.37	131.29	568.35										
S-24	8,634.29	783.86	8,342.79	797.21	17.32	116.24	274.18	683.74												
25	177,200.63	1,532.29	112,043.10	1,277.50	19,744.92	1,604.63	21,649.10	2,579.12	18,853.30	3,791.13					4,910.21	19,255.73				
26	27,024.33	1,045.51	26,639.30	1,058.75			385.03	560.45												
27	98,189.83	2,227.44	69,337.52	3,808.71	949.91	1,157.02	27,499.87	1,149.85	402.53	353.09										
28	63,287.49	988.92	57,774.68	1,140.78	281.36	1,352.69	4,148.98	690.11									26.75	161.14	1,055.72	136.77
S-28	9,325.48	1,175.97	8,815.67	1,157.67											509.81	1,618.44				
29	69,792.33	1,342.03	68,974.80	1,343.57			817.53	1,223.85												
29-A	319.90	83.11	319.90	106.74																
30	51,441.70	1,072.53	49,078.49	1,040.68	557.46	3,667.50					31.24	238.47			1,774.51	3,509.02				
31	46,073.61	821.86	33,898.50	669.73	2,599.57	3,303.14					8,879.78	2,567.89			695.76	579.80				
S-31	28,927.07	1,536.47	18,789.31	1,373.69	151.81	3,162.71					4,353.11	1,892.66	5,029.86	1,934.56	602.98	2,999.90				
32	17,411.37	839.10	6,925.73	703.98	2,780.20	1,074.27	7,705.44	925.69												
33	36,327.42	861.49	33,369.88	894.68	928.15	773.46	2,029.39	552.97												
34	36,456.18	1,403.24	36,456.18	1,408.50																
35	57,484.55	833.43	42,406.62	819.06	1,267.68	573.61	10,430.89	723.46							3,328.59	7,616.91			50.77	381.73
36	10,887.79	665.59	10,850.99	673.22	36.80	153.33														
37	30,730.76	1,092.06	24,522.20	1,039.87			999.69	1,390.39					4,557.24	162.70	651.63	627.77				
38	26,274.99	1,303.00	23,228.62	1,382.57									3,046.37	90.56						
39	34,441.75	835.76	28,323.42	836.61	5,723.86	869.23	153.11	614.90							241.36	463.26				
S-39	4,616.50	567.70	4,616.50	567.70																
40	69,565.58	1,197.49	68,949.92	1,252.70	615.66	201.72														
S-40	21,243.70	916.07	21,243.70	916.07																
41	7,514.76	800.29	6,916.54	768.42											598.22	1,537.84				
S-41	31,081.32	1,506.75	29,867.00	1,591.38	522.94	1,005.66					691.38	415.96								
42	40,883.36	881.94	39,568.06	921.88			1,315.30	382.91												
43	77,256.35	1,613.91	76,192.07	1,591.68									1,064.28	67.36						
44	47,290.27	1,127.95	27,804.52	1,135.02	12,417.35	1,443.88					1,430.04	587.29			5,638.36	1,766.96				
45	34,511.56	995.95	31,034.17	1,048.74	3,171.77	767.98									305.62	328.62				
46	15,462.20	748.16	15,462.20	748.16																
47	35,559.86	654.37	29,936.51	699.71	5,512.59	498.52											110.76	221.52		
48	42,945.23	656.51	18,452.90	537.75	8,475.79	996.80	16,016.54	708.82												
49	31,414.40	577.26	24,984.47	579.94	63.66	203.39	5,751.12	582.10					579.60	646.87			35.55	142.20		
S-49	10,782.08	764.47	10,782.08	764.47																
50	15,463.22	610.21	15,268.09	607.29			195.13	975.65												
51	6,862.20	500.03	171.01	500.03															6,691.19	
54	32.34	4.51											32.34	4.51						
84	3,286.53	467.50	3,286.53	467.50																
TOTAL	$ 1,816,419.57	$1,039.22	$1,448,291.56	$1,029.94	$ 85,775.21	$ 1,074.58	$ 130,094.38	$ 912.70	$ 25,101.37	$2,897.20	$32,667.08	$1,772.60	$30,198.55	$ 840.51	$55,780.84	$3,491.76	$ 402.97	$ 281.80	$8,107.61	$ 40.35

Total mileage - 1741.310

Schedule #11

Expenditures & Commitments
Electrical Division
January 1st, 1944 to Dec. 31st, 1944

Personal Services		
Salaries	$ 404,848.71	
Wages, Labor	10,886.65	
		$ 415,735.36
Materials & Supplies		
Heat, Light & Power	$ 469,975.94	
Stationery & Office Supplies	884.28	
Office Equipment	84.00	
Materials & Supplies	8,869.84	
Tools	98.58	
		$ 479,912.64
Services Other Than Personal		
Traveling Expenses	$ 305.73	
Mileage	309.15	
Insurance	1,491.07	
Postage	502.21	
Printing, etc.	222.94	
Rent - Equipment	1,555.00	
Telephone & Telegraph	4,424.58	
Freight, Cartage & Storage	3.37	
Other Misc. Expenses	3,280.64	
State Purchase Fund	27.67	
		$ 12,122.36
Current Repairs		189.50
Unclassified		
Compensation Claims, Awards & Med.		$ 8,564.47
Purchase & Stores		2,250.99
Buildings & Grounds		5,427.68
Department - Trucks		2,873.34
" Cars		12,438.74
" Equipment		366.55
		$ 939,881.73
Less Accounts Receivable		5,786.40
TOTAL EXPENDITURES		$ 934,095.33
Commitments:		
Materials & Freight, etc.	$ 31,312.08	
Liability Compensation	5,708.25	
Municipal Aid Agreements	95,460.47	$ 132,480.80
TOTAL EXPENDITURES AND COMMITMENTS		$1,066,576.13

Schedule #12

Distribution of
Expenditures and Commitments
Electrical Division
January 1, 1944 to Dec. 31, 1944

	Total	Maintenance	Operation	Installations	Credit Work Done for Other Divisions
Lighting - State	$ 171,863.08	$ 4,312.14	$ 165,865.68	$ 1,685.26	$ 0
Lighting - Municipal Aid	265,931.01	0	264,511.40	1,419.61	0
Traffic Signals - State	82,309.85	39,405.27	40,471.49	2,433.09	0
Draw Bridge Operation	413,991.39	31,275.96	382,034.44	680.99	0
Accounts Receivable	5,786.40	0	0	0	5,786.40
Other Divisions	8,799.41	0	0	0	8,799.41
TOTAL EXPENDITURES	$ 948,681.14	$ 74,993.37	$ 852,883.01	$ 6,218.95	$ 14,585.81
Commitments:	132,480.80	3,003.48	98,568.72	30,908.60	0
T O T A L.	$ 1,081,161.94	$ 77,996.85	$ 951,451.73	$ 37,127.55	$ 14,585.81

Status of Allotment

	Balance of Commitments 12/31/43	1944 - 45 Funds	Total Funds	Expenditures	Commitments	Total Expenditures & Commitments	Balance
Installation & Maint.	$164,397.59	$ 833,250.09	$ 997,647.68	$520,103.94	$129,372.55	$ 649,476.49	$348,171.19
Operation of Bridges	4,530.00	591,000.00	595,530.00	413,991.39	3,108.25	417,099.64	178,430.36
T O T A L.	$168,927.59	$1,424,250.09	$1,593,177.68	$934,095.33	$132,480.80	$1,066,576.13	$526,601.55

Schedule #13

Distribution of Expenditures & Commitments
On Institutional Roads and Approaches
Jan. 1, 1944 to Dec. 31, 1944

Project	Expenditures to Dec. 31, 1944	Balance of Commitments Dec. 31, 1944
Annandale Boys' Reformatory	$ 6,578.58	$ 0
Clinton Reformatory for Women	3,975.88	0
Glen Gardner Tuberculosis Sanatorium	7,523.95	0
Menlo Park Soldiers' Home Approach Rd.	2,063.41	0
Rahway Reformatory	3,161.19	5,703.37
Skillman Village for Epileptics	4,693.38	0
Trenton State Hospital	6,458.16	0
Trenton State Home for Girls	2,183.62	0
Lindbergh Home	156.09	0
Leesburg Prison Farm	802.44	0
Vineland Disabled Soldiers' Home	743.07	0
Vineland Home for Feeble Minded Females	1,492.45	0
Vineland Home for Feeble Minded Colored	379.07	0
Woodbine Home for Feeble Minded Males	1,119.54	0
Bordentown Prison Farm	5,601.13	0
Jamesburg Boys' Reformatory	1,152.99	0
Marlboro State Hospital	26,644.86	0
New Lisbon State Colony	1,007.81	534.40
Greystone Park State Hospital	12,142.10	941.42
Totowa Training School	1,341.74	0
Hackettstown Game Farm	391.66	0
Hackettstown Fish Hatchery Appr.	48.68	0
Trenton State Teachers College	478.31	0
Trenton State School for Deaf	853.53	0
Glassboro State Teachers College	1,706.60	0
Bordentown Ind. School for Col. Youth	4,357.53	0
Montclair State Teachers College	0	486.96
Hackelbarney State Park Approach	2,033.80	0
Stephens Park	628.62	0
Voorhees Park	2,241.49	0
N. J. Forest Fire Airport Service	30.30	0
Washington Crossing State Park	2,478.66	0
Parvin State Park	1,000.96	0
Belle Plain State Park	1,158.88	0
Lebanon State Forest	3,845.74	0
Bass River State Forest	1,497.71	0
Cheesequake Park	968.92	5,897.96
Swartswood Park	0	220.71
Ringwood Manor Park	200.25	0
Stokes State Forest	3,231.24	0
Wilburtha State Police Headquarters	345.60	0
Morristown State " "	129.51	0
Newark Armory 102 Cavalry	4,804.75	2,350.98
Eggerts Crossing Armory 112th Field Art.	283.73	0
Woodbury Armory 114th Infantry	150.49	0
Vineland Armory	867.07	0
Bridgeton Armory 114th Infantry	159.83	1,353.19
Sea Girt State Encampment	12,141.03	0
Freehold Quartermasters Garage	0	1,274.02
Hackensack Armory 165 Field Art.	0	5,438.13

(Forward)

Schedule #14

Distribution of Expenditures & Commitments On Institutional Roads and Approaches Jan. 1, 1944 to Dec. 31, 1944

(2)

Project	Expenditures to Dec. 31, 1944	Balance of Commitments Dec. 31, 1944
Fernwood Garage	$ 978.52	$ 6,279.59
New Brunswick Agricul. Exp. Station	845.45	0
Sussex Co. Agricul. Exper. Station	72.31	0
State House Sidewalk	561.74	0
State House Parking Area	5,115.94	0
Carranza Monument Road	572.15	0
High Point Park	4,890.12	0
Edison Tower of Light	88.76	0
Washington Park Road	0	193.47
Princeton Battle Monument	0	125.00
Steuben House	0	125.00
Newark Garage	0	150.00
Vineland Garage	0	500.00
Vineland Poultry Laboratory	0	100.00
TOTAL -	$ 148,381.34	$ 31,674.20

Schedule #15

IMPROVEMENT OF WATER RESERVOIRS
Chapter #133, P. L. 1943
As of Dec. 31, 1944

FUNDS

Balance on Hand Dec. 31, 1943	$ 12,084.45
Amount Transferred from Institutions and Agencies Dept.	18,070.00
Total	$ 30,154.45

PROJECTS CONTRACTED FOR

Cleaning Water Supply Reservoir at N. J. State Village at Skillman		
Expenditure to Dec. 31	$ 9,663.89	
Contract Commitment	0	
		9,663.89
Excavation at Jaqui Pond, Greystone Park, Morris Plains		
Expenditure to Dec. 31	10,601.95	
Contract Commitment	6,414.50	
		17,016.45
Commitment for Engr. & Inspection & Misc. on Improvement of Water Reservoirs		
Expenditure to Dec. 31	2,636.32	
Balance	837.29	
		3,474.11
Total		$ 30,154.45

Schedule #16

Motor Vehicle Fund - County Aid

January 1, 1944 to December 31, 1944

Recapitulation of Funds & Disbursements

County	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to Counties Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Atlantic	$ 21,345.72	$ 348,740.00	$ 36,611.84+	$ 0	$ 406,697.56	$ 303,846.19	$ 102,851.37
Bergen	0	442,640.00	0	0	442,640.00	442,640.00	0
Burlington	61,538.41	428,840.00	0	0	490,378.41	336,855.39	153,523.02
Camden	70,172.38	308,900.00	0	0	379,072.38	295,719.00	83,353.38
Cape May	81,350.65	213,200.00	0	0	294,550.65	224,724.19	69,826.46
Cumberland	173,359.10	415,580.00	79,635.19-	0	509,303.91	459,992.87	49,311.04
Essex	0	529,220.00	0	0	529,220.00	529,220.00	0
Gloucester	93,732.13	273,800.00	78,597.24-	1,258.42+	290,193.31	207,918.36	82,274.95
Hudson	190,835.87	395,540.00	25,000.00+	0	611,375.87	590,131.57	21,244.30
Hunterdon	60,215.97	227,180.00	12,533.29-	8,910.44+	283,773.12	232,253.78	51,519.34
Mercer	11,713.46	238,700.00	0	0	250,413.46	222,104.93	28,308.53
Middlesex	0	313,400.00	0	0	313,400.00	310,538.00	2,862.00
Monmouth	84,450.06	349,160.00	0	0	433,610.06	347,495.16	86,114.90
Morris	0	298,400.00	11,272.53+	0	309,672.53	309,672.53	0
Ocean	74,513.86	408,140.00	15,500.00+	0	498,153.86	372,575.75	125,578.11
Passaic	0	305,540.00	0	0	305,540.00	305,540.00	0
Salem	164,546.39	263,180.00	40,000.00-	0	387,726.39	290,189.70	97,536.69
Somerset	631.83	209,540.00	253.82-	0	209,918.01	208,814.81	1,103.20
Sussex	84,050.22	272,300.00	0	0	356,350.22	324,179.48	32,170.74
Union	38,858.08	264,980.00	0	0	303,838.08	298,787.27	5,050.81
Warren	34,864.38	228,020.00	27,966.16-	0	234,918.22	202,577.65	32,340.57
	$1,246,178.51	$6,735,000.00	$150,601.33-	$ 10,168.86+	$7,840,746.04	$6,815,776.63	$1,024,969.41
St.Treas.Invest.Acct. (Chap.#45,P.L.1943)	241,283.14	0	150,601.33+	0	391,884.47	0	391,884.47
	$1,487,461.65	$6,735,000.00	$ 0	$ 10,168.86+	$8,232,630.51	$6,815,776.63	$1,416,853.88

Schedule #17

Motor Vehicle Fund - County Aid

Atlantic County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Policing(Traffic Lights) 1943	$ 320.72	$ 0	$ 222.22-	$ 0	$ 98.50	$ 98.50	$ 0
LightingCo.Rds. "	5,099.90	0	3,635.95-	0	1,463.95	1,463.95	0
Op.ofBridges "	2,292.12	0	2,276.27-	0	15.85	15.85	0
Maint.&Repairs "	12,664.62	0	6,471.36-	0	6,193.26	6,193.26	0
Admin.&Engr. "	968.36	0	600.25-	0	368.11	368.11	0
Bonds&Interest 1944	0	50,000.00	0	0	50,000.00	0	50,000.00
Policing(Traffic Lights) "	0	600.00	0	0	600.00	380.75	219.25
LightingCo.Rds. "	0	12,400.00	0	0	12,400.00	6,440.98	5,959.02
Op.ofBridges "	0	16,522.99	0	0	16,522.99	15,521.57	1,001.42
Maint.&Repairs "	0	232,082.47	49,817.89+	0	281,900.36	238,103.11	43,797.25
Admin.&Engr. "	0	37,134.54	0	0	37,134.54	35,260.11	1,874.43
State Treas.Invest.Acct.	41,709.00	0	36,611.84-	0	5,097.16	0	5,097.16
	$ 63,054.72	$ 348,740.00	$ 0	$ 0	$411,794.72	$ 303,846.19	$ 107,948.53

Bergen County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Bonds & Interest-1944	$ 0	$ 130,000.00	$ 0	$ 0	$130,000.00	$ 130,000.00	$ 0
Policing "	0	65,000.00	0	0	65,000.00	65,000.00	0
Op.ofBridges "	0	25,000.00	0	0	25,000.00	25,000.00	0
Maint.&Repairs "	0	182,640.00	0	0	182,640.00	182,640.00	0
Admin. & Engr. "	0	40,000.00	0	0	40,000.00	40,000 00	0
	$ 0	$ 442,640.00	$ 0	$ 0	$442,640.00	$ 442,640.00	$ 0

Schedule #18

Motor Vehicle Fund - County Aid

Burlington County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
	$	$	$	$	$	$	$
Lighting - 1943	1,034.72	0	0	0	1,034.72	1,034.72	0
Op.ofBridges "	729.98	0	0	0	729.98	729.98	0
Maint.&Repairs "	52,732.86	0	3,825.31+	0	56,558.17	56,558.17	0
Admin. & Engr. "	6,240.85	0	3,025.31-	0	3,215.54	3,215.54	0
Lighting - 1944	0	2,180.84	0	0	2,180.84	522.60	1,658.24
Op.ofBridges "	0	7,644.20	0	0	7,644.20	5,087.06	2,557.14
Maint.&Repairs "	0	376,130.96	0	0	376,130.96	242,435.19	133,695.77
Admin.&Engr. "	0	42,884.00	0	0	42,884.00	27,272.13	15,611.87
Const.&Reconst.							
Hilton Rd.Br.	800.00	0	800.00-	0	0	0	0
	$ 61,538.41	$428,840.00	$ 0	$ 0	$ 490,376.41	$ 336,855.39	$ 153,523.02

Camden County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Bonds&Interest-1943	$ 59,125.13	$ 0	$ 0	$ 0	$ 59,125.13	$ 59,125.13	$ 0
Policing(Traffic Lights) "	5,000.00	0	0	0	5,000.00	983.55	4,016.45
Lighting "	3,000.00	0	0	0	3,000.00	2,987.69	12.31
Op. of Bridges "	3,047.25	0	0	0	3,047.25	3,047.25	0
Bonds & Int. 1944	0	133,286.86	0	0	133,286.86	67,785.89	65,500.97
Policing(Traffic Lights) "	0	5,000.00	0	0	5,000.00	0	5,000.00
Lighting "	0	3,000.00	0	0	3,000.00	0	3,000.00
Op. of Bridges "	0	25,445.00	0	0	25,445.00	19,621.35	5,823.65

Motor Vehicle Fund - County Aid

Camden County
(Contd.)

Project	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Maint.&Repairs-1944	$ 0	$119,671.76	$ 0	$ 0	$ 119,671.76	$ 119,671.76	$ 0
Admin.&Engr. "	0	22,496.38	0	0	22,496.38	22,496.38	0
State Treas.Invest.Acct.	3,642.26	0	0	0	3,642.26	0	3,642.26
	$ 73,814.64	$308,900.00	$ 0	$ 0	$ 382,714.64	$ 295,719.00	$ 86,995.64
Cape May County							
Bonds & Interest-1943	$ 9,945.00	$ 0	$ 0	$ 0	$ 9,945.00	$ 9,945.00	$ 0
Op. of Bridges "	16,726.67	0	8,004.32-	0	8,722.35	8,722.35	0
Maint.&Repairs "	46,963.31	0	20,107.38-	0	26,855.93	26,855.93	0
Admin. & Engr. "	7,715.67	0	1,065.06-	0	6,650.61	6,650.61	0
Bonds&Interest 1944	0	43,290.00	0	0	43,290.00	35,010.00	8,280.00
Op.of Bridges "	0	33,735.00	0	0	33,735.00	18,726.03	15,008.97
Maint. & Repairs "	0	114,855.00	29,176.76+	0	144,031.76	103,393.39	40,638.37
Admin. & Engr. "	0	21,320.00	0	0	21,320.00	15,420.88	5,899.12
	$ 81,350.65	$ 213,200.00	$ 0	$ 0	$ 294,550.65	$ 224,724.19	$ 69,826.46
Cumberland County							
Lighting - 1943	$ 2,416.33	$ 0	$ 2,282.71-	$ 0	$ 133.62	$ 133.62	$ 0
Op.of Bridges "	156.92	0	114.00-	0	42.92	42.92	0
Maint. & Repairs "	123,236.72	0	57,361.25-	0	65,875.47	65,875.47	0
Admin. & Engr. "	6,549.13	0	6,159.94-	0	389.19	389.19	0

Schedule #20

Motor Vehicle Fund - County Aid

Cumberland County
(Contd.)

Project	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Transfers	Secondary & Feeder Roads Federal Aid Transfers	T o t a l	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Bonds&Interest-1944	$ 0	$ 47,763.99	$ 0	$ 0	$ 47,763.99	$ 47,763.99	$ 0
Lighting "	0	4,000.00	0	0	4,000.00	1,431.19	2,568.81
Op.of Bridges "	0	4,520.00	0	0	4,520.00	3,950.56	569.44
Maint.&Repairs "	0	296,296.01	27,282.71+	0	323,578.72	298,281.82	25,296.90
Admin.&Engr. "	0	25,000.00	0	0	25,000.00	19,541.81	5,458.19
Const.&Reconst.							
BlackwaterStreamBr.	1,500.00	0	1,500.00-	0	0	0	0
TarkilnBranchBr.	1,500.00	0	1,500.00-	0	0	0	0
ChannelExcav.atSunset Lake,HeadofCohanseyRv.	10,000.00	0	10,000.00-	0	0	0	0
Pipe&HeadwallsoverRo-capb Run	1,500.00	0	1,500.00-	0	0	0	0
Reconst.-MauricetownBr.	25,000.00	38,000.00	25,000.00-	0	38,000.00	22,582.30	15,417.70
" DividingCreek "	1,500.00	0	1,500.00-	0	0	0	0
StateTreas.Invest.Acct.	28,468.64	0	79,635.19+	0	108,103.83	0	108,103.83
	$ 201,827.74	$ 415,580.00	$ 0	$ 0	$ 617,407.74	$ 459,992.87	$ 157,414.87

Essex County

Project	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Transfers	Secondary & Feeder Roads Federal Aid Transfers	T o t a l	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Bonds&Interest-1944	$ 0	$ 250,000.00	$ 0	$ 0	$ 250,000.00	$ 250,000.00	$ 0
Policing(Traffic Lights) "	0	30,000.00	0	0	30,000.00	30,000.00	0
Op. of Bridges "	0	55,000.00	0	0	55,000.00	55,000.00	0
Maint.&Repairs "	0	142,000.00	0	0	142,000.00	142,000.00	0
Admin.& Engr. "	0	52,220.00	0	0	52,220.00	52,220.00	0
	$ 0	$ 529,220.00	$ 0	$ 0	$ 529,220.00	$ 529,220.00	$ 0

Schedule #21

Motor Vehicle Fund - County Aid

Gloucester County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Lighting - 1943	$ 1,573.63	$ 0	$ 55.42-	$ 0	$ 1,518.21	$ 1,518.21	$ 0
Maint.&Repairs "	89,218.19	0	78,089.11-	0	11,129.08	11,129.08	0
Admin. & Engr. "	2,940.31	0	452.71-	0	2,487.60	2,487.60	0
Bonds &Interest-1944	0	33,697.50	0	0	33,697.50	33,697.50	0
Lighting - "	0	3,034.56	0	0	3,034.56	2,275.92	758.64
Maint.&Repairs "	0	217,967.94	0	0	217,967.94	140,694.77	77,273.17
Admin.& Engr. "	0	19,100.00	0	0	19,100.00	16,115.28	2,984.72
Const.&Reconst. Bridge #5-D-3,over Raccoon Creek	0	0	0	1,258.42+	1,258.42	0	1,258.42
State Treas.Invest.Acct.	0	0	78,597.24+	0	78,597.24	0	78,597.24
	$ 93,732.13	$ 273,800.00	$ 0	$ 1,258.42+	$ 368,790.55	$ 207,918.36	$ 160,872.19

Hudson County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Blvd.&Repairs - 1943	$ 4,102.75	$ 0	$ 4,102.75-	$ 0	$ 0	$ 0	$ 0
Co.Rd. Repairs "	154,477.60	0	7,765.02-	0	146,712.58	143,591.71	3,120.87
Ave. "C" "	2,255.52	0	2,255.52-	0	0	0	0
Ocean Ave. "	30,000.00	0	0	0	30,000.00	26,900.84	3,099.16
Bonds&Interest 1944	0	197,730.00	0	0	197,730.00	197,730.00	0
Maint.&Repairs "	0	187,810.00	14,123.29+	0	201,933.29	199,985.02	1,948.27
Admin.&Engr. "	0	10,000.00	0	0	10,000.00	0	10,000.00
Belleville&Newark Tpks. "	0	0	25,000.00+	0	25,000.00	21,924.00	3,076.00
State Treas.Invest.Acct.	107,991.87	0	25,000.00-	0	82,991.87	0	82,991.87
	$ 298,827.74	$ 395,540.00	$ 0	$ 0	$694,367.74	$ 590,131.57	$ 104,236.17

Schedule #22

Motor Vehicle Fund - County Aid

Hunterdon County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Bonds &Interest-1943	$ 15,148.85	$ 0	$ 0	$ 0	$ 15,148.85	$ 15,148.85	$ 0
Maint.&Repairs "	28,161.98	0	16,111.91-	0	12,050.07	12,050.07	0
Admin. & Engr. "	4,371.85	0	2,592.97-	0	1,778.88	1,778.88	0
Bonds&Interest -1944	0	14,521.39	0	0	14,521.39	0	14,521.39
Maint.&Repairs "	0	190,008.61	18,704.88+	0	208,713.49	182,983.77	25,729.72
Admin. & Engr. "	0	22,650.00	0	0	22,650.00	20,292.21	2,357.79
Const.&Reconst.							
Stockton-Flemington, Sec. #2	0	0	0	844.42+	844.42	0	844.42
Lambertville-Baptistown Sec. #5	0	0	0	3,705.38+	3,705.38	0	3,705.38
Quakertown-CherryvilleRd.	12,533.29	0	12,533.29-	0	0	0	0
Brunswick Pike,Sec.1	0	0	0	4,360.64+	4,360.64	0	4,360.64
State Treas.Invest.Account.	0	0	12,533.29+	0	12,533.29	0	12,533.29
	$ 60,215.97	$ 227,180.00	$ 0	$ 8,910.44+	$ 296,306.41	$ 232,253.78	$ 64,052.63

Mercer County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Maint. & Repairs-1943	$ 11,190.59	$ 0	$ 0	$ 0	$ 11,190.59	$ 11,190.59	$ 0
Admin. & Engr. "	522.87	0	0	0	522.87	522.87	0
Bonds&Interest - 1944	0	20,260.00	0	0	20,260.00	20,260.00	0
Maint. &Repairs "	0	194,570.00	0	0	194,570.00	170,973.28	23,596.72
Admin. & Engr. "	0	23,870.00	0	0	23,870.00	19,158.19	4,711.81
	$ 11,713.46	$ 238,700.00	$ 0	$ 0	$ 250,413.46	$ 222,104.93	$ 28,308.53

Schedule #23

Motor Vehicle Fund - County Aid

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Middlesex County							
Bonds&Interest-1944	$ 0	$ 90,000.00	$ 0	$ 0	$ 90,000.00	$ 90,000.00	$ 0
Policing(Traffic Lights) "	0	2,060.00	0	0	2,060.00	0	2,060.00
LightingCo.Rds. "	0	- 802.00	0	0	802.00	0	802.00
Maint.&Repairs "	0	210,498.00	0	0	210,498.00	210,498.00	0
Admin. & Engr. "	0	10,040.00	0	0	10,040.00	10,040.00	0
	$ 0	$ 313,400.00	$ 0	$ 0	$ 313,400.00	$ 310,538.00	$ 2,862.00
Monmouth County							
Lighting - 1943	$ 3,354.90	$ 0	$ 0	$ 0	$ 3,354.90	$ 3,354.90	$ 0
Op.of Bridges "	28,651.18	0	0	0	28,651.18	28,651.18	0
Maint.&Repairs "	50,900.07	0	0	0	50,900.07	50,900.07	0
Admin.&Engr. "	1,543.91	0	0	0	1,543.91	1,543.91	0
Bonds&Interest 1944	0	171,000.00	0	0	171,000.00	171,000.00	0
Lighting "	0	3,354.90	0	0	3,354.90	1,677.45	1,677.45
Op.of Bridges "	0	54,075.00	0	0	54,075.00	27,197.96	26,877.04
Maint.&Repairs "	0	102,730.10	0	0	102,730.10	54,044.69	48,685.41
Admin.&Engr. "	0	18,000.00	0	0	18,000.00	9,125.00	8,875.00
State Treas.Invest.Acct.	21.85	0	0	0	21.85	0	21.85
	$ 84,471.91	$349,160.00	$ 0	$ 0	$ 433,631.91	$ 347,495.16	$ 86,136.75
Morris County							
Bonds&Interest-1944	$ 0	$123,032.50	$ 0	$ 0	$ 123,032.50	$ 123,032.50	$ 0
Maint.&Repairs "	0	156,127.50	11,272.53+	0	167,400.03	167,400.03	0
Admin.&Engr. "	0	19,240.00	0	0	19,240.00	19,240.00	0

Schedule #24

Motor Vehicle Fund - County Aid

Morris County
(Contd.)

Project	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
State Treas.Invest.Acct.	$ 11,272.53	$ 0	$ 11,272.53-	$ 0	$ 0	$ 0	$ 0
	$ 11,272.53	$298,400.00	$ 0	$ 0	$ 309,672.53	$ 309,672.53	$ 0

OceanCounty

Project	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Policing(Traffic Lights) 1943	$ 2,000.00	$ 0	$ 338.47-	$ 0	$ 1,661.53	$ 1,661.53	$ 0
Lighting "	3,768.60	0	645.95-	0	3,122.65	3,122.65	0
Maint.&Repairs "	63,385.61	0	23,203.78-	0	40,181.83	40,181.83	0
Bonds&Interest 1944	0	101,038.75	0	0	101,038.75	97,463.75	3,575.00
Policing(Traffic Lights "	0	2,000.00	0	0	2,000.00	0	2,000.00
Lighting "	0	3,768.60	0	0	3,768.60	0	3,768.60
Maint.&Repairs "	0	250,518.65	39,547.85+	0	290,066.50	194,909.00	95,157.50
Admin.& Engr. "	0	40,814.00	0	0	40,814.00	35,236.99	5,577.01
Const.& Reconst.							
FarradayAve.(Lakewood Twp.)	2,087.85	0	2,087.85-	0	0	0	0
BeachAve.(LongBeachTwp.)	3,271.80	0	3,271.80-	0	0	0	0
Lakewood-NewEgyptRd.	0	10,000.00	0	0	10,000.00	0	10,000.00
Jakes Branch Bridge	0	0	5,500.00+	0	5,500.00	0	5,500.00
State Treas.Invest.Acct.	40,838.15	0	15,500.00-	0	25,338.15	0	25,338.15
	$ 115,352.01	$ 408,140.00	$ 0	$ 0	$523,492.01	$ 372,575.75	$ 150,916.26

Schedule #25

Motor Vehicle Fund - County Aid

Passaic County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Bonds&Interest-1944	$ 0	$100,000.00	$ 0	$ 0	$ 100,000.00	$ 100,000.00	$ 0
Maint.&Repairs- "	0	177,874.00	0	0	177,874.00	177,874.00	0
Admin. & Engr. "	0	27,666.00	0	0	27,666.00	27,666.00	0
	$ 0	$305,540.00	$ 0	$ 0	$ 305,540.00	$ 305,540.00	$ 0

Salem County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Lighting - 1943	$ 2,348.40	$ 0	$ 0	$ 0	$ 2,348.40	$ 2,348.40	$ 0
Op. of Bridges "	673.45	0	0	0	673.45	673.45	0
Maint.&Repairs "	62,068.97	0	772.82-	0	61,296.15	61,296.15	0
Admin.& Engr. "	7,965.47	0	4,040.85-	0	3,924.62	3,924.62	0
Lighting - 1944	0	2,186.29	0	0	2,186.29	0	2,186.29
Op.of Bridges "	0	3,715.00	0	0	3,715.00	2,759.81	955.19
Maint. & Repairs "	0	205,278.71	56,303.77+	0	261,582.48	200,387.36	61,195.12
Admin.&Engr. "	0	26,000.00	0	0	26,000.00	18,799.91	7,200.09
Const.& Reconst.							
Tattletown-Jericho, Sec. 3	490.10	0	490.10-	0	0	0	0
Remsterville-AldineRd.	10,000.00	0	10,000.00-	0	0	0	0
Daretown-Woodstown	10,000.00	0	10,000.00-	0	0	0	0
Pedricktown-Nortonville	10,000.00	0	10,000.00-	0	0	0	0
Broad St.,PennsGrove	10,000.00	0	10,000.00-	0	0	0	0
Woodstown-Harrisonville	5,000.00	0	5,000.00-	0	0	0	0
Front St.-W.Broadway	10,000.00	0	10,000.00-	0	0	0	0
Centreton Bridge	11,000.00	26,000.00	11,000.00-	0	26,000.00	0	26,000.00
Rainbow Lake Bridge	15,000.00	0	15,000.00-	0	0	0	0
Hook Bridge	10,000.00	0	10,000.00-	0	0	0	0
State Treas.Invest.Acct.	0	0	40,000.00+	0	40,000.00	0	40,000.00
	$ 164,546.39	$ 263,180.00	$ 0	$ 0	$427,726.39	$290,189.70	$137,536.69

Schedule #26

Motor Vehicle Fund - County Aid

Somerset County

Project	Balance on Allct. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
	$	$	$	$	$	$	$
Policing(Traffic Lights) - 1943	150.00	0	150.00-	0	0	0	0
Lighting "	481.83	0	103.82-	0	378.01	378.01	0
Bonds&Interest-1944	0	100,000.00	0	0	100,000.00	100,000.00	0
Lighting "	0	1,103.20	0	0	1,103.20	0	1,103.20
Maint.&Repairs "	0	87,482.80	0	0	87,482.80	87,482.80	0
Admin.&Engr. "	0	20,954.00	0	0	20,954.00	20,954.00	0
State Treas.Invest.Acct.	1,612.71	0	253.82+	0	1,866.53	0	1,866.53
	$ 2,244.54	$209,540.00	$ 0	$ 0	$ 211,784.54	$ 208,814.81	$ 2,969.73

Sussex County

Project	Balance on Allct. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Bonds&Interest-1943	$ 54,114.83	$ 0	$ 0	$ 0	$ 54,114.83	$ 54,114.83	$ 0
Maint.&Repairs "	28,443.06	0	17,110.21-	0	11,332.85	11,332.85	0
Admin.&Engr. "	1,492.33	0	477.85-	0	1,014.48	1,014.48	0
Bonds&Interest-1944	0	41,589.01	0	0	41,589.01	41,589.01	0
Maint.&Repairs "	0	208,710.99	17,588.06+	0	226,299.05	195,435.21	30,863.84
Admin.&Engr. "	0	22,000.00	0	0	22,000.00	20,693.10	1,306.90
State Treas.Invest.Acct.	2,175.03	0	0	0	2,175.03	0	2,175.03
	$ 86,225.25	$272,300.00	$ 0	$ 0	$ 358,525.25	$ 324,179.48	$ 34,345.77

Schedule #27

Motor Vehicle Fund - County Aid

Union County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Bonds&Interest-1944	$ 0	$ 100,000.00	$ 0	$ 0	$ 100,000.00	$ 100,000.00	$ 0
Op. of Bridges "	0	20,555.00	0	0	20,555.00	18,402.45	2,152.55
Maint. &Repairs "	0	129,084.21	0	0	129,084.21	129,084.21	0
Admin.&Engr. "	0	12,442.53	0	0	12,442.53	12,442.53	0
Const.&Reconst.							
StilesSt.,Linden & PearlSt.,Elizabeth	38,858.08	0	0	0	38,858.08	38,858.08	0
Bridge#16,RamseyAve., Hillside	0	2,898.26	0	0	2,898.26	0	2,898.26
	$ 38,858.08	$ 264,980.00	$ 0	$ 0	$ 303,838.08	$ 298,787.27	$ 5,050.81

Warron County

Project	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Secondary & Feeder Roads Federal Aid Transfers	Total	Paid to County Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Policing(Traffic Lights) 1943	$ 253.62	$ 0	$ 107.16-	$ 0	$ 146.46	$ 146.46	$ 0
Lighting "	215.42	0	12.78+	0	228.20	228.20	0
Maint.&Repairs "	3,177.74	0	2,197.62+	0	5,375.36	5,375.36	0
Admin. &Engr. "	3,251.44	0	2,103.24-	0	1,148.20	1,148.20	0
Policing(Traffic Lights) 1944	0	700.00	0	0	700.00	574.52	125.48
Lighting "	0	915.00	0	0	915.00	838.85	76.15
Maint.&Repairs "	0	188,505.00	0	0	188,505.00	178,541.24	9,963.76
Admin. & Engr. "	0	17,900.00	0	0	17,900.00	15,724.82	2,175.18
Const.&Reconst.							
Alpha, By-pass	27,966.16	20,000.00	27,966.16-	0	20,000.00	0	20,000.00
StateTreas.Invest.Acct.	3,210.55	0	27,966.16+	0	31,176.71	0	31,176.71
	$ 38,074.93	$ 228,020.00	$ 0	$ 0	$ 266,094.93	$ 202,577.65	$ 63,517.28

Schedule #28

State Aid Appropriation
Jan. 1 to Dec. 31, 1944

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(Chap. #395, P. L. 1912)

	Balance on Allot. Dec.31,1943	Transfers	Total Dec.31,1944
State Treasurer's Investment Acct. (Chap. #45, P. L. 1943)	$ 12,789.03	$ 0	$ 12,789.03

Schedule #29

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)
Recapitulation of Funds & Disbursements
January 1, 1944 to December 31, 1944

County	Balance on Allot. Dec.31,1944	Allotted 1 9 4 4	Transfers	T o t a l	Expenditure Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Atlantic	$ 85,189.55	$ 125,000.00	$ 36,560.18-	$ 173,629.37	$ 63,709.37	$ 109,920.00
Bergen	46,625.59	125,000.00	10,550.50+	182,176.09	98,385.20	83,790.89
Burlington	82,606.04	125,000.00	27,276.66-	180,329.38	72,760.20	107,569.18
Camden	81,676.44	125,000.00	30,900.22-	175,776.22	94,976.39	80,799.83
Cape May	61,885.02	125,000.00	60,000.00-	126,885.02	74,736.34	52,148.68
Cumberland	82,098.11	125,000.00	7,976.29-	199,121.82	124,645.53	74,476.29
Essex	104,100.00	126,280.41	42,039.53-	188,340.88	27,906.07	160,434.81
Gloucester	144,418.96	125,000.00	123,692.87-	145,726.09	22,011.42	123,714.67
Hudson	127,289.47	125,000.00	127,289.47-	125,000.00	0	125,000.00
Hunterdon	77,700.00	125,000.00	75,000.00-	127,700.00	51,707.60	75,992.40
Mercer	75,000.00	125,000.00	75,000.00-	125,000.00	50,000.00	75,000.00
Middlesex	63,132.10	125,000.00	38,595.27-	149,536.83	69,372.54	80,164.29
Monmouth	85,203.88	125,000.00	26,172.53-	184,031.35	89,814.79	94,216.56
Morris	83,453.63	125,000.00	27,162.58-	181,291.05	71,969.64	109,321.41
Ocean	87,552.63	125,000.00	70,281.21-	142,271.42	64,843.70	77,427.72
Passaic	85,715.12	125,000.00	60,965.12-	149,750.00	55,700.87	94,049.13
Salem	84,630.25	125,000.00	79,941.25-	129,689.00	52,757.48	76,931.52
Somerset	94,951.20	125,537.77	42,750.50-	177,738.47	101,712.18	76,026.29
Sussex	102,806.71	125,000.00	77,333.43-	150,473.28	50,000.00	100,473.28
Union	79,811.53	125,000.00	79,811.53-	125,000.00	50,000.00	75,000.00
Warren	82,932.78	125,000.00	75,000.00-	132,932.78	56,675.00	76,257.78
	$1,818,779.01	$2,626,818.18	$1,173,198.14-	$3,272,399.05	$1,343,684.32	$1,928,714.73
General Cancellation Fund	0	1,818.18-	1,818.18+	0	0	0
St.Treas.Invest.Acct. (Chap.#45, P.L.1943)	1,646,829.00	0	1,171,379.96+	2,818,208.96	0	2,818,208.96
	$3,465,608.01	$2,625,000.00	$ 0	$6,090,608.01	$1,343,684.32	$4,746,923.69

Schedule #30

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction & Maintenance)

Atlantic	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Absecon City	Church St.&Natlie Terrace	$ 6,000.00	$ 0	$ 6,000.00	$ 0	$ 0	$ 0
" "	Wyoming Ave.&Huron Ave.,Sec. 2	0	6,000.00	0	6,000.00	0	6,000.00
Brigantine City	Brigantine Ave.	2,000.00	0	2,000.00	0	0	0
BuenaVista Twp.	Flower St. (Storm Drainage Work)	7,156.12	0	0	7,156.12	7,156.12	0
" " "	Main Rd.,Sec.2	5,000.00	5,000.00	5,000.00	5,000.00	0	5,000.00
" " "	Vine Road	0	5,400.00	0	5,400.00	0	5,400.00
Egg Harbor City	Buerger, Norfolk, Campe, ClaudiusSts.	3,600.00	0	3,600.00	0	0	0
" " "	Camp St. (Paving)	0	6,300.00	0	6,300.00	0	6,300.00
" " Twp.	Delaware Road	6,300.00	0	4,500.00	1,800.00	0	1,800.00
" " "	Leap Street	3,000.00	0	46.75	2,953.25	2,953.25	0
" " "	Schoolhouse Rd. & Bevis Mill Rd.	0	5,400.00	0	5,400.00	0	5,400.00
Galloway Twp.	Odessa Ave.	0	5,400.00	0	5,400.00	0	5,400.00
Hamilton Twp.	Jackson Rd.,Sec.2	0	5,000.00	5,000.00	0	0	0
" "	Malaga Road	33.43	0	33.43	0	0	0
" "	" " ,Sec.1 (Surf.Treat.)&Sec.3	0	5,000.00	5,000.00	0	0	0
" "	Malaga Rd.,Sec.2&3	3,500.00	8,500.00	3,500.00	8,500.00	0	8,500.00
Hammonton Town	Madison, 11th, Wilbur & Various Sts.	5,000.00	5,000.00	5,000.00	5,000.00	0	5,000.00
" "	Park Ave.&Second Rd.	0	5,000.00	5,000.00	0	0	0
" "	Pine Rd.,Main Rd. & Cemetery Ave.	0	5,000.00	0	5,000.00	0	5,000.00
" "	15th St.,Sec. 2	0	4,500.00	4,500.00	0	0	0
" "	15th St.,Sec.1 & 2 & Second Rd.	0	9,500.00	0	9,500.00	0	9,500.00
Linwood City	Poplar Ave.,Sec.3, VanSant Ave.,Sec.2	0	6,300.00	0	6,300.00	0	6,300.00
" "	VanSant Ave.& Oak Grove Ave.	6,400.00	0	6,400.00	0	0	0
Margate City	Brunswick, Franklin, Frontenac, Gladstone	0	7,200.00	0	7,200.00	0	7,200.00

Schedule #31

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Atlantic(Contd)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Margate City	Nassau,Osborne,etc.	$ 8,600.00	$ 0	$ 8,600.00	$ 0	$ 0	$ 0
Mullica Twp.	Elwood-Weekstown, Sec.2	0	4,900.00	0	4,900.00	0	4,900.00
" "	Union,Broadway,etc.	3,600.00	0	3,600.00	0	0	0
" "	Weymouth Ave.	0	3,200.00	0	3,200.00	0	3,200.00
Northfield City	Davis Avenue	0	7,200.00	0	7,200.00	0	7,200.00
" "	Fairbanks Ave.	9,100.00	0	9,100.00	0	0	0
Pleasantville "	E.Reading,PlazaPl., Walnut,Clementis	0	7,200.00	0	7,200.00	0	7,200.00
" "	Woodland Ave. & E. Edgewater Ave.	9,100.00	0	9,100.00	0	0	0
Somers Point "	Bethel Road	5,000.00	0	1,580.00	3,420.00	0	3,420.00
" " "	Sunny&GrovelandAv.	0	2,700.00	0	2,700.00	0	2,700.00
Weymouth Twp.	Estell Ave.	1,800.00	1,800.00	1,800.00	1,800.00	0	1,800.00
" "	12thAve.& Var.Sts. in Belcoville	0	2,700.00	0	2,700.00	0	2,700.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1942		0	3,600.00	0	3,600.00	3,600.00	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		87,629.92	69,860.18	33,300.00	124,190.10	0	124,190.10
Bergen							
CliffsideBoro	LafayetteAve.Sec.2	0	5,400.00	0	5,400.00	0	5,400.00
E.RutherfordBoro	Central Ave.	9,735.00	0	0	9,735.00	9,735.00	0
EnglewoodCliffs"	Pershing Ave.	0	9,000.00	0	9,000.00	0	9,000.00
Fairlawn Boro	Berdan Ave.	0	20,000.00	0	20,000.00	0	20,000.00
Fort Lee Boro	Fletcher Ave.	0	2,250.00	0	2,250.00	2,250.00	0
Hasbrouck Hgts."	Franklin Ave.	81.67	0	81.67	0	0	0
Hohokus Twp.	MillerRd.,Sec.3	0	5,000.00	0	5,000.00	0	5,000.00
Hohokus Boro	W.SaddleRiver Rd.	4,212.00	0	0	4,212.00	1,755.68	2,456.32
LittleFerryBoro	Franklin St.	9,000.00	12,000.00	9,000.00	12,000.00	12,000.00	0
Montvale Boro	Grand Ave.	13,000.00	0	0	13,000.00	12,893.33	106.67

Schedule #32

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Bergen(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Moonachie Boro	Henry St.	$ 0	$2,700.00	$ 2,700.00	$ 0	$ 0	$ 0
" "	" "(Surfacing)	0	5,400.00	0	5,400.00	0	5,400.00
Oakland Boro	W.Oakland Ave.Sec.1	7,800.00	0	0	7,800.00	7,496.33	303.67
Old Tappan Boro	Washington Ave.,No. (Reynolds Rd.)	0	12,600.00	0	12,600.00	0	12,600.00
Rivervale Twp.	Const.of Roadway to Camp Shanks	.03	0	.03	0	0	0
" "	Poplar Rd.(Reynolds)	0	8,100.00	0	8,100.00	0	8,100.00
S.HackensackTwp.	Chestnut St.	0	5,800.00	0	5,800.00	0	5,800.00
Tenafly Boro	Hudson Street	0	4,600.00	0	4,600.00	0	4,600.00
Waldwick Boro	W.Prospect Ave.	2,779.09	0	0	2,779.09	2,254.86	524.23
Wyckoff Twp.	Grandview Ave.,Sec.2	0	4,500.00	0	4,500.00	0	4,500.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		17.80	50,000.00	50,017.80	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		48,134.83	9,099.50	19,650.00	37,584.33	0	37,584.33
Burlington							
Bass River Twp.	Old Atl. City Rd. & S.Maple Ave.	1,800.00	0	1,800.00	0	0	0
Chester Twp.	Cedar Ave. & Boulevard Ave.	0	3,033.34	3,033.34	0	0	0
" "	Center Ave.-Drain.	1,666.66	8,750.00	1,666.66	8,750.00	3,069.09	5,680.91
" "	Coles Avenue	9,000.00	0	9,000.00	0	0	0
" "	Pine St.,Mill Rd. & E. Gradwell Ave.	0	4,050.00	4,050.00	0	0	0
ChesterfieldTwp.	Sykesville Rd.	6,331.71	0	0	6,331.71	6,331.71	0
" "	Sykesville-Chesterfield Rd.	0	3,600.00	0	3,600.00	0	3,600.00
Cinnaminson Twp.	Forklanding Rd.	7,200.00	0	7,200.00	0	0	0
Delanco Twp.	Walnut & ChestnutSts.	0	3,600.00	0	3,600.00	0	3,600.00
Delran Twp.	Garwood Rd.	1,800.00	0	1,800.00	0	0	0
Eastampton Twp.	Railroad Ave.	0	3,600.00	0	3,600.00	0	3,600.00
Evesham Twp.	Evans Road	2,700.00	2,700.00	2,700.00	2,700.00	0	2,700.00
Fieldsboro Boro	Washington St.	0	3,600.00	0	3,600.00	2,077.16	1,522.84

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Burlington(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1944	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Florence Twp.	Railroad Ave.	$ 3,600.00	$ 0	$ 3,600.00	$ 0	$ 0	$ 0
" "	Station Ave. & Maple Ave.	0	4,500.00	0	4,500.00	0	4,500.00
Hainesport Twp.	Deacon Rd.	0	8,800.00	0	8,800.00	0	8,800.00
" "	Deacon Rd.,Sec.2	3,600.00	6,300.00	9,900.00	0	0	0
" "	Phillips Rd.	0	3,600.00	0	3,600.00	0	3,600.00
Lumberton Twp.	Eayrestown-Kirby's Mill Road	0	2,700.00	0	2,700.00	0	2,700.00
" "	Masonville Rd.	3,600.00	0	3,600.00	0	0	0
Mansfield Twp.	Hedding-Mansfield	2,700.00	0	2,700.00	0	0	0
" "	Petticoat Br. Rd.	0	8,100.00	0	8,100.00	0	8,100.00
Medford Twp.	Melrose Sta. Rd.	1,800.00	0	1,800.00	0	0	0
" "	Masonville Rd, Sec. 2	0	3,900.00	0	3,900.00	0	3,900.00
" Lakes Boro	Tabernacle Rd.& Mc Kendimen Rd.	1,260.00	0	1,260.00	0	0	0
Mt.Holly Twp.	Washington St.	0	9,000.00	0	9,000.00	0	9,000.00
Mt. Laurel "	Elbo Lane, Sec. 2	0	8,800.00	0	8,800.00	0	8,800.00
" " "	Elbo Lane, Sec. 3	3,600.00	6,300.00	9,900.00	0	0	0
N. Hanover "	Paulson Rd.,Sec.2	0	1,800.00	0	1,800.00	0	1,800.00
" " "	Sykesville Rd.	3,757.67	0	0	3,757.67	3,757.67	0
Palmyra Boro	Charles Street	0	1,800.00	0	1,800.00	0	1,800.00
Pemberton Twp.	Browns Mills Junction Rd.	5,400.00	9,000.00	5,400.00	9,000.00	0	9,000.00
" "	New Lisbon Rd.	0	2,700.00	0	2,700.00	0	2,700.00
Riverside Twp.	Rancocas and Lippincott Aves.	2,700.00	0	2,700.00	0	0	0
Shamong Twp.	Smalls-Oak Shade Road	3,600.00	3,600.00	3,600.00	3,600.00	0	3,600.00
Springfield Twp.	Three Tuns Road	3,600.00	3,600.00	3,600.00	3,600.00	0	3,600.00
Westampton "	New Rd.,Sec.#2	0	6,500.00	0	6,500.00	6,274.57	225.43
" "	" " Sec. 3	2,700.00	4,500.00	7,200.00	0	0	0
Woodland Twp.	Sooy Place-Hedger House Rd.,Sec.2	0	11,310.00	0	11,310.00	0	11,310.00
" "	Sooy Pl.-Hedger House, Sec. 3	6,510.00	8,310.00	14,820.00	0	0	0

Schedule #34

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Burlington(Contd)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
WrightstownBoro	Springfield-Julius-town Road	0	3,430.00	0	3,430.00	0	3,430.00
" "	" " "Sec.2	2,430.00	2,430.00	4,860.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	1,250.00	0	1,250.00	1,250.00	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		1,250.00	51,250.00	52,500.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		68,160.30	72,516.66	45,240.00	95,436.96	0	95,436.96
Camden							
Delaware Twp.	Browning Lane	98.31	0	98.31	0	0	0
" "	Cropwell Road	17,085.00	0	17,085.00	0	0	0
" "	Murray St.,Sherwood & Mercer Aves.	0	8,550.00	0	8,550.00	0	8,550.00
" "	State Street	0	9,000.00	0	9,000.00	0	9,000.00
Gloucester "	Williamstown-Chews Landing Rd.,Sec.2	4,050.00	0	4,050.00	0	0	0
HaddonfieldBoro	Kings Highway	0	20,000.00	0	20,000.00	0	20,000.00
LaurelSprings"	E.Atl.Ave.,Sec.1	1,500.00	0	0	1,500.00	1,394.59	105.41
" " "	Summit Ave.	0	900.00	0	900.00	0	900.00
Magnolia Boro	E.Atl.Ave.,Sec.2	0	9,000.00	0	9,000.00	0	9,000.00
Merchantville"	Maple Ave.,Sec.4	30,645.00	40,545.00	30,645.00	40,545.00	32,887.45	7,657.55
Mt.EphraimBoro	CentreSt.&6thAves.	0	11,610.00	0	11,610.00	8,998.79	2,611.21
" " "	Center St.	0	5,150.00	5,150.00	0	0	0
Pennsauken Twp.	Irving Avenue	0	3,600.00	0	3,600.00	0	3,600.00
" "	Union Ave.	0	6,300.00	0	6,300.00	0	6,300.00
" "	" " Sec. 3	11,700.00	0	11,700.00	0	0	0
Runnemede Boro	Singley Ave.	0	900.00	0	900.00	0	900.00
Waterford Twp.	BertramAve.& CooperFollyRd.	0	4,072.50	0	4,072.50	0	4,072.50
" "	Genesoc Ave.	3,060.00	0	3,060.00	0	0	0
" "	Linden Ave.	1,620.00	0	1,620.00	0	0	0
" "	Third Street	0	2,000.00	0	2,000.00	0	2,000.00

Schedule #35

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Camden(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec. 31,1944
Winslow Twp.	Hayes Mill Rd.	$ 0	$6,000.00	$ 0	$6,000.00	$ 0	$ 6,000.00
" "	Old Chews Landing Road	5,078.13	0	3,279.41	1,798.72	1,695.56	103.16
" "	Spring Garden St.	6,840.00	0	6,840.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,472.50	50,472.50	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		123,008.31	78,377.72	47,477.50	153,908.53	0	153,908.53
Cape May							
Avalon Boro	2nd,1st,Avalon, 7th,24th Sts.	2,500.00	0	2,500.00	0	0	0
" "	Second Ave.,Sec.2	0	2,500.00	0	2,500.00	0	2,500.00
CapeMay City	N.J.,Brooklyn,Baltimore,Phila.,etc.	0	16,885.02	0	16,885.02	15,826.30	1,058.72
" " "	Pennsylvania Ave.	1,885.02	1,885.02	3,770.04	0	0	0
N.Wildwood City	4th,5th,9th,10th, 18th Aves.	15,000.00	0	15,000.00	0	0	0
" " "	12,13,14,15,16,24 & Delaware Aves.	0	15,000.00	0	15,000.00	0	15,000.00
Ocean City	3rd,Marine Place, 15th,51st, etc.	0	17,500.00	0	17,500.00	0	17,500.00
" "	18th, 13th, 5th, Atlantic Blvd.	17,500.00	0	17,500.00	0	0	0
Sea Isle City	Central, 43rd, 42nd, 35th,34th,33rd,etc.	5,000.00	0	5,000.00	0	0	0
" " "	Central, W.Jersey, 40th,39th,38thSts.	0	5,000.00	0	5,000.00	0	5,000.00
StoneHarborBoro	104th St.& Golden Gate Rd.	4,000.00	4,000.00	4,000.00	4,000.00	0	4,000.00
Wildwood City	N.J. Ave.	0	12,000.00	0	12,000.00	8,910.04	3,089.96
" "	N.Y.,N.J.,Pine,Leaming,Hildreth,etc.	12,000.00	0	12,000.00	0	0	0
" Crest Boro	Atlantic Ave.	2,000.00	2,000.00	2,000.00	2,000.00	0	2,000.00
Woodbine Boro	Adams & DeHirsch	2,000.00	0	2,000.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Cape May (Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec. 31,1944	Balance on Allotment Dec.31, 1944
Woodbine Boro	Adams Ave.,Sec.3	$ 0	$2,000.00	$ 0	$2,000.00	$ 0	$ 2,000.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		45,104.34	61,885.02	1,885.02	105,104.34	0	105,104.34
Cumberland							
Commercial Twp.	Berry Ave.,Berrytown Rd.,etc.	0	3,175.00	0	3,175.00	0	3,175.00
" "	Berrytown Rd.	0	925.00	925.00	0	0	0
" "	Goose Island Rd.	0	1,620.00	0	1,620.00	0	1,620.00
" "	Italy Rd. Ext., Sec. 2 & 3	0	900.00	900.00	0	0	0
" "	Jeffreys Rd.	0	1,620.00	1,620.00	0	0	0
" "	Light House Rd.	2,700.00	0	2,700.00	0	0	0
" "	Miller Road	4,050.00	0	4,050.00	0	0	0
" "	Snow Hill Rd.,Sec.3	1,350.00	0	1,350.00	0	0	0
" "	Robbinstown Rd.	0	675.00	675.00	0	0	0
Downe Twp.	Cove Road	0	1,800.00	0	1,800.00	0	1,800.00
" "	Dr. Johnson Rd.	0	3,150.00	0	3,150.00	0	3,150.00
" "	Gandy Road	0	1,980.00	0	1,980.00	0	1,980.00
" "	Hands Creek Rd., Sec. 2	3,150.00	0	0	3,150.00	3,144.06	5.94
" "	Hands Creek Rd., Sec. 3	2,700.00	2,700.00	2,700.00	2,700.00	2,698.43	1.57
" "	Husted Road	182.79	0	182.79	0	0	0
" "	Lores Mill Rd., Garrison Ave.,Penna.	0	5,760.00	0	5,760.00	0	5,760.00
" "	Raybins Beach Rd.	4,050.00	4,050.00	4,050.00	4,050.00	0	4,050.00
" "	Shaw's Mill Rd.Sec.2	0	1,800.00	1,800.00	0	0	0
Fairfield Twp.	Back Neck School House Rd.	0	1,620.00	1,620.00	0	0	0
" "	Clark's Pond Rd.Sec.1	97.91	0	97.91	0	0	0

Schedule #37

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Cumberland (Contd)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1944	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Fairfield Twp.	Clarks Pond Rd., Sec. 2	$ 3,150.00	$ 3,150.00	$ 3,150.00	$ 3,150.00	$ 0	$ 3,150.00
" "	Fairton-Millville Rd., Sec.1, 2, & 3	9,360.00	10,980.00	9,360.00	10,980.00	10,565.30	414.70
" "	Gum Point Rd.	0	6,750.00	2,700.00	4,050.00	0	4,050.00
" "	Gum Point Rd., Sec.2	0	2,700.00	0	2,700.00	0	2,700.00
" "	Robinson Road	3.64	0	3.64	0	0	0
" "	Shoemaker Road	2,250.00	2,250.00	2,250.00	2,250.00	0	2,250.00
" "	Stage Coach Rd.	4,050.00	4,050.00	4,050.00	4,050.00	0	4,050.00
Greenwich Twp.	Stock Road	0	1,620.00	0	1,620.00	0	1,620.00
" "	Stock Rd., Sec.2	4,050.00	2,974.37	4,050.00	2,974.37	0	2,974.37
" "	Reed Island Rd.	238.24	0	238.24	0	0	0
" "	Miller-Stow Creek Wharf Rd., (Surf. Treatment)	0	1,530.00	0	1,530.00	0	1,530.00
" "	Wheaten Island Rd.	0	1,300.00	0	1,300.00	0	1,300.00
Hopewell Twp.	Beals Mill-Seeley Rd., Sec.2	0	7,185.00	0	7,185.00	0	7,185.00
" "	Hope Grange Rd.	0	1,890.00	1,890.00	0	0	0
" "	John Dare Rd.	3,571.25	0	0	3,571.25	3,555.09	16.16
" "	Kinkle Road	2,250.00	0	201.78	2,048.22	2,041.11	7.11
" "	Oak Villa Road	0	450.00	450.00	0	0	0
" "	Perry Road	0	1,785.00	1,785.00	0	0	0
Landis Twp.	Bennett'sMillRd.	0	4,950.00	0	4,950.00	0	4,950.00
" "	Italia, Florence & West Avenues	8,100.00	4,500.00	12,600.00	0	0	0
" "	Park Avenue	5,340.00	18,840.00	5,340.00	18,840.00	16,653.85	2,186.15
Lawrence Twp.	Eagle Island-Cedar Creek Rd.	5,400.00	3,240.00	5,400.00	3,240.00	0	3,240.00
MauriceRiverTwp.	Cannon Range Rd.	2,700.00	0	450.00	2,250.00	2,246.76	3.24
" " "	McDonald Ave., Sec.1 & 2, & Taylor Rd.	0	6,250.00	0	6,250.00	5,977.51	272.49
" " "	Taylor Rd., Sec.1&2	0	3,550.00	3,550.00	0	0	0
StowCreek Twp.	Frank Davis Rd.	0	4,500.00	0	4,500.00	0	4,500.00

Schedule #38

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Cumberland (Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Stow Creek Twp.	Roadstown-Town Hall Rd.	$ 0	$ 5,130.00	$ 0	$ 5,130.00	$ 3,948.98	$ 1,181.02
" " "	Sand Wash Rd., Sec.1	4.28	0	4.28	0	0	0
" " "	" " " " 2	2,250.00	0	0	2,250.00	2,249.01	.99
" " "	SeventhDayMillRd.	0	2,880.00	2,880.00	0	0	0
Vineland Boro	E. Boulevard	0	10,600.00	0	10,600.00	10,465.43	134.57
" "	Gilmore St. & Harvard St.	0	2,217.98	0	2,217.98	0	2,217.98
" "	Montrose Street	0	8,100.00	8,100.00	0	0	0
" "	Park Drive, Sixth & Cambridge Ave.	11,100.00	0	0	11,100.00	11,100.00	0
" "	Plum Street	0	2,500.00	2,500.00	0	0	0
" "	Plum & New PearSt.	0	2,217.98	2,217.98	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	57,950.00	54,950.00	3,000.00	0	3,000.00
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		50,446.17	57,728.64	49,752.35	58,422.46	0	58,422.46
Essex							
BellevilleTown	Belmont Ave.	0	27,000.00	0	27,000.00	0	27,000.00
Caldwell Twp.	Big PieceRd., Sec.1	18,000.00	1,000.00	0	19,000.00	18,330.34	669.66
" "	New Dutch Lane	0	1,000.00	1,000.00	0	0	0
Essex FellsBoro	RensselaerRd., Sec.4	9,000.00	0	9,000.00	0	0	0
*GlenRidge "	Ridgewood Ave.	0	25,000.00	0	25,000.00	0	25,000.00
Irvington Twn.	Brookside Ave.	0	6,840.00	0	6,840.00	0	6,840.00
" "	Hawthorne Ave.	0	4,230.00	0	4,230.00	0	4,230.00
" "	NorthMapleAve.	8,300.00	0	8,300.00	0	0	0
" "	Olson Place	1,800.00	0	1,800.00	0	0	0
" "	Stanley Street	0	3,110.00	0	3,110.00	0	3,110.00
" "	Union Ave., Sec.2	0	18,850.00	0	18,850.00	0	18,850.00
" "	Western Parkway	3,000.00	0	3,000.00	0	0	0
Livingston Twp.	Burnet Street	11,500.00	0	11,500.00	0	0	0
Maplewood Twp.	Cedar Lane	11,000.00	0	11,000.00	0	0	0

* For Addt'l. Funds see Twp. & Boro. Aid Maint. Statement

Schedule #39

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Essex(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Maplewood Twp.	ValleySt.,Sec.3	$ 0	$5,000.00	$ 0	$ 5,000.00	$ 0	$ 5,000.00
Montclair Town	Bellevue Avenue	18,500.00	19,319.53	18,500.00	19,319.53	0	19,319.53
" "	Claremont Ave.	0	819.53	819.53	0	0	0
N.CaldwellBoro	Grandview Place	0	6,645.62	0	6,645.62	0	6,645.62
Nutley Town	Joerg Ave.	0	8,800.00	0	8,800.00	0	8,800.00
" "	Windsor Place	11,500.00	0	1,924.27	9,575.73	9,575.73	0
W.CaldwellBoro	ParkAve.,Sec.3	0	5,000.00	0	5,000.00	0	5,000.00
" " "	Washington Ave., Sec. 2	11,500.00	0	11,500.00	0	0	0
W.Orange Town	Mountain Ave.	0	29,970.00	0	29,970.00	0	29,970.00
County Balance		0	865.21	865.21	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		131,996.08	76,524.27	34,484.74	174,035.61	0	174,035.61
Gloucester							
Clayton Boro	High Street	0	7,500.00	0	7,500.00	0	7,500.00
" "	Pearl Street	4,500.00	0	4,500.00	0	0	0
Deptford Twp.	1st,2nd,3rd,6th, Summit,Poplar,etc.	6,000.00	0	6,000.00	0	0	0
" "	Florence,Woodland, Gilbert, etc.	0	7,000.00	0	7,000.00	0	7,000.00
" "	Ogden Road	2,100.00	0	2,100.00	0	0	0
E.Greenwich Twp.	Lodge,Berkley,Bell, Lewis, etc.	4,000.00	4,630.00	4,000.00	4,630.00	0	4,630.00
Elk Twp.	Buck Rd.,Sec. 4	720.00	0	720.00	0	0	0
" "	Ewan-Bridgeton Rd.	4,000.00	0	4,000.00	0	0	0
" "	Glassboro&Ferrell Rd., Sec. 1	12.66	0	12.66	0	0	0
" "	Glassboro-Ferrell, Sec. 2	502.02	0	502.02	0	0	0
" "	Harrisonville-Ferrell Rd.	8.28	0	8.28	0	0	0
" "	Harrisonville-Ferrell Rd.,Sec.2	0	1,800.00	0	1,800.00	0	1,800.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Gloucester(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Elk Township	Stanger Ave.	$ 0	$2,200.00	$ 0	$2,200.00	$ 0	$ 2,200.00
Franklin Twp.	Brewster Rd.	0	6,000.00	0	6,000.00	5,511.38	488.62
" "	" " Sec.2	0	1,500.00	0	1,500.00	0	1,500.00
" "	Marshall Mill Rd., Sec. 3	7,000.00	0	7,000.00	0	0	0
" "	Washington Ave.	1,300.00	0	1,300.00	0	0	0
Glassboro Boro	Fish Pond Road	0	4,320.00	0	4,320.00	0	4,320.00
" "	Princeton, Columbia, Penna. Rd., etc.	0	8,000.00	4,320.00	3,680.00	0	3,680.00
" "	Var. Sts., 1942	5,000.00	0	5,000.00	0	0	0
Greenwich Twp.	N.Delaware St.	55.06	0	55.06	0	0	0
" "	Rambo Ave.,Sec.2	756.00	0	0	756.00	0	756.00
" "	Washington, Railroad, & Var. Sts.	0	4,000.00	0	4,000.00	0	4,000.00
" "	Watkins, Weiss, Centre St. Ext.,etc.	5,000.00	0	5,000.00	0	0	0
Harrison Twp.	Bishop Road	0	4,200.00	0	4,200.00	0	4,200.00
" "	Jackson Road	4,000.00	0	4,000.00	0	0	0
" "	Walters Road	260.14	0	260.14	0	0	0
Logan Twp.	Twp. Line Road	0	5,500.00	0	5,500.00	0	5,500.00
" "	Beckett Rd.,Sec.1	.04	0	.04	0	0	0
" "	" " " 2	2.36	0	2.36	0	0	0
" "	Cedar Swamp Road	7,650.00	0	444.91	7,205.09	7,205.09	0
" "	Cootown Rds.	135.00	0	135.00	0	0	0
Mantua Twp.	Dilksboro Rd.	4,635.00	0	180.00	4,455.00	4,455.00	0
" "	Var. Sts. in Sewell & Mantua, 1943	5,000.00	0	5,000.00	0	0	0
" "	Var. Sts. in Sewell & Mantua, 1944	0	4,500.00	0	4,500.00	0	4,500.00
Monroe Twp.	Cecil-Franklinville Rd., Sec. 1	2,500.00	0	0	2,500.00	2,500.00	0
" "	Jackson Road	0	4,500.00	0	4,500.00	0	4,500.00
" "	Malaga Road	7,000.00	0	7,000.00	0	0	0
" "	Radix Road	30.01	0	30.01	0	0	0
NationalParkBoro	AsburyAve.,Sec.2	2,070.00	0	0	2,070.00	0	2,070.00

Schedule #41

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Gloucester(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
NationalParkBoro	Girard Ave. & 5th Street	$ 0	$ 3,070.00	$ 0	$ 3,070.00	$ 0	$ 3,070.00
" " "	Third St., Sec.2 & Fourth St.	3,000.00	0	3,000.00	0	0	0
Newfield Boro	Var.Sts.,1942	2,000.00	2,500.00	2,000.00	2,500.00	0	2,500.00
Paulsboro Boro	Fifth Street	5,000.00	5,500.00	5,000.00	5,500.00	0	5,500.00
Pitman Boro		759.51	0	759.51	0	0	0
" "	Var.Sts.,1941	441.43	0	441.43	0	0	0
" "	Lake,Lakeview,Long, Walnut, West,etc.	9,000.00	1,200.94	10,200.94	0	0	0
" "	Longmere,Snyder, & Var. Sts.	0	7,500.00	0	7,500.00	0	7,500.00
S.HarrisonTwp.	Harrisonville-Ferrell Rd.,Sec.1	2,800.00	0	2,800.00	0	0	0
" " "	Harrisonville-Ferrell Rd.,Sec.2&3	0	3,300.00	0	3,300.00	0	3,300.00
" " "	Harrisonville-Harding Hwy. Rd.	2,340.00	0	0	2,340.00	2,339.95	.05
" " "	Richwood-Harrisonville Rd.,Sec.2&3	.23	0	.23	0	0	0
" " "	Richwood-Harrisonville, Sec. 4	0	1,400.00	0	1,400.00	0	1,400.00
SwedesboroBoro	Merkling St. & South Ave.	0	4,000.00	0	4,000.00	0	4,000.00
" "	2nd St.&Lake Ave.	.23	0	.23	0	0	0
" "	Merkling, South, Richardson,Glass	3,500.00	0	3,500.00	0	0	0
Washington Twp.	Downer Road	2,680.49	0	2,680.49	0	0	0
" "	Downer Rd.,Sec.2	0	4,500.00	0	4,500.00	0	4,500.00
" "	Eastview,Linwood, Edgewater,etc.	4,500.00	0	4,500.00	0	0	0
" "	Salina Rd.,Sec.1	39.28	0	39.28	0	0	0

Schedule #42

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Gloucester(Contd)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Wenonah Boro	Poplar St.& S. Marion Ave.	$ 0	$ 4,000.00	$ 0	$ 4,000.00	$ 0	$ 4,000.00
" "	W.Cedar,S.West, Sec.2,Cherry,etc.	3,500.00	0	3,500.00	0	0	0
W.DeptfordTwp.	Asbury,E.Columbia, Phila.Walnut Ave.	0	4,400.00	0	4,400.00	0	4,400.00
" " "	Burkitt,Spiegle, Peden, & WarrenSts.	1.10	0	1.10	0	0	0
" " "	Center St.	31.88	0	31.88	0	0	0
" " "	Hillside Rd.,Walnut, Shields,Lynn	4,500.00	0	4,500.00	0	0	0
Westville Boro	Burr Ave.,Delaware View Ave.,etc.	0	8,000.00	0	8,000.00	0	8,000.00
" "	River Drive	7,250.00	0	7,250.00	0	0	0
Woodbury City	Var. Sts.,1942	11,238.15	0	11,238.15	0	0	0
" "	W.Centre & E. Red Bank Aves.	0	7,500.00	0	7,500.00	0	7,500.00
" Hgts.	Fourth St.,Sec.3	2,500.00	0	2,500.00	0	0	0
" "	Lincoln&SpruceAves.	0	3,000.00	0	3,000.00	0	3,000.00
Woolwich Twp.	Back Creek Rd.	0	2,400.00	0	2,400.00	0	2,400.00
" "	High Street	.09	0	.09	0	0	0
" "	Kelley Rd.,Sec.3	0	1,260.00	0	1,260.00	0	1,260.00
" "	Pedricktown-Harrisonville Rd.,Sec.3	4,000.00	0	4,000.00	0	0	0
" "	" " Sec. 4	0	2,740.00	0	2,740.00	0	2,740.00
County Balance		1,100.00	15,000.00	16,100.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		77,234.34	125,092.87	1,400.00	200,927.21	0	200,927.21
Hudson							
E. NewarkBoro	Grant Avenue	27,000.00	0	27,000.00	0	0	0
" " "	John Street	0	20,000.00	0	20,000.00	0	20,000.00
GuttenbergTown	70th St.,Sec.3	2,289.47	0	2,289.47	0	0	0
" "	70th St.,Sec.4	25,000.00	0	25,000.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Hudson(Contd)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
GuttenbergTwn.	Park Avenue	0	30,000.00	0	30,000.00	0	30,000.00
Kearny Town	Jacobus Ave.	45,000.00	0	45,000.00	0	0	0
" "	PennsylvaniaAve.	0	38,000.00	0	38,000.00	0	38,000.00
*N.Bergen Twp.	Granton Ave.	10,000.00	18,000.00	10,000.00	18,000.00	0	18,000.00
Weehawken Twp.	Baldwin Ave.	18,000.00	9,000.00	18,000.00	9,000.00	0	9,000.00
W.New York Town	Park Ave.,Sec.3	0	10,000.00	0	10,000.00	0	10,000.00
State Treasurer's Investment Account (Chap.#45, P. L. 1943)		52,419.41	127,289.47	0	179,708.88	0	179,708.88
Hunterdon							
Alexandria Twp.	Nielscns Cor.-Mechlin Cor.Rd.,Sec.2	6,000.00	0	6,000.00	0	0	0
" "	" " Sec.3	0	5,000.00	0	5,000.00	0	5,000.00
Bethlehem Twp.	BrunswickTpk.Rd.	2,700.00	0	0	2,700.00	1,707.60	992.40
" "	Pattenburg-NortonRd.	5,000.00	0	5,000.00	0	0	0
" "	" " Sec.2	0	6,500.00	0	6,500.00	0	6,500.00
BloomsburyBoro	Var.Sts.,1941	0	2,000.00	0	2,000.00	0	2,000.00
Clinton Twp.	Clinton-Hamden Rd.	9,500.00	3,750.00	9,500.00	3,750.00	0	3,750.00
" "	StantonSta.-HamdenRd.	0	4,500.00	0	4,500.00	0	4,500.00
Delaware Twp.	Ringoes-CrotonRd., Sec.5	5,500.00	0	5,500.00	0	0	0
" "	Ringoes-CrotonRd., Sec.6	0	5,000.00	0	5,000.00	0	5,000.00
E.Amwell Twp.	VanLiewsCor.-Hopewell Rd.	5,000.00	5,000.00	5,000.00	5,000.00	0	5,000.00
Franklin Twp.	Quakertown-Oak Grove Grange Rd.	7,500.00	0	7,500.00	0	0	0
FrenchtownBoro	Barbertown Rd.	0	2,250.00	0	2,250.00	0	2,250.00
Holland Twp.	Spring Mills-Holland ChurchRd.,Sec.5	0	4,000.00	0	4,000.00	0	4,000.00
LambertvilleCity	Elm,Church,&GeorgeSt.	4,500.00	0	4,500.00	0	0	0
" "	Lambert,Delevan & Wilson Sts.	0	6,000.00	0	6,000.00	0	6,000.00

* For Addt'l. Funds see Twp. & Boro. Aid Maint. Statement

Schedule #44

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Hunterdon(Contd)	Name of Road	Balance on Allot. Dec.31,1943 $	Allotted 1944 $	Cancelled for Re-allotment $	Total $	Expenditures Jan. 1 to Dec.31,1944 $	Balance on Allotment Dec.31,1944 $
Lebanon Twp.	Califon-Changewater Rd.	11,500.00	8,500.00	11,500.00	8,500.00	0	8,500.00
Raritan Twp.	Ringoes-Croton Rd.,Sec.5	7,000.00	0	7,000.00	0	0	0
Readington Twp.	Pleasant Run-Centerville-Sec.2	0	6,500.00	0	6,500.00	0	6,500.00
Tewksbury Twp.	Cokesbury-Califon Rd.,Sec.2	9,000.00	3,500.00	9,000.00	3,500.00	0	3,500.00
Union Twp.	Clinton-Tunison's Corner, Sec. 4	0	7,500.00	0	7,500.00	0	7,500.00
W.Amwell Twp.	Harbourton Rd.	4,500.00	5,000.00	4,500.00	5,000.00	0	5,000.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		71,794.07	75,000.00	0	146,794.07	0	146,794.07
Mercer							
Ewing Twp.	Federal City Rd.	10,000.00	9,000.00	19,000.00	0	0	0
" "	Southard Street	0	9,000.00	0	9,000.00	0	9,000.00
Hamilton Twp.	Bear Swamp Rd., Sec. 2	0	14,700.00	0	14,700.00	0	14,700.00
" "	Park and Central	12,000.00	0	12,000.00	0	0	0
Hopewell Twp.	Moore's Sta.-Ackor's Cor., Sec. 6	9,000.00	0	9,000.00	0	0	0
" "	Moore's Sta.-Ackor's Cor.,Sec. 7	0	9,000.00	0	9,000.00	0	9,000.00
" "	Seminary Ave.	0	4,500.00	0	4,500.00	0	4,500.00
Lawrence Twp.	PrincetonPike,Sec.5	11,500.00	9,900.00	11,500.00	9,900.00	0	9,900.00
PenningtonBoro	Eglantine Ave.	5,000.00	3,600.00	5,000.00	3,600.00	0	3,600.00
Princeton Twp.	PrincetonPike,Sec.4	9,000.00	4,500.00	9,000.00	4,500.00	0	4,500.00
" "	WitherspoonSt.& Cherry Hill Rd.	0	4,500.00	0	4,500.00	0	4,500.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Mercer(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
PrincetonBoro	Cleveland,Sec.2 & Boudinot	5,000.00	0	5,000.00	0	0	0
" "	Hamilton Ave.Ext., Harold Ave.,etc.	0	3,600.00	0	3,600.00	0	3,600.00
WashingtonTwp.	Robbinsville-Sharon Rd.,Sec. #8A	0	4,500.00	0	4,500.00	0	4,500.00
" "	" " Sec. 9	9,000.00	0	9,000.00	0	0	0
W.Windsor Twp.	Alexander Rd.,Sec.3	0	7,200.00	0	7,200.00	0	7,200.00
" " "	CranburyNeck Rd.	4,500.00	0	4,500.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		106,191.96	75,000.00	0	181,191.96	0	181,191.96
Middlesex							
Carteret Boro	Cooke Ave.	72.00	0	72.00	0	0	0
" "	Hudson St. & Chrome Ave.	0	16,000.00	0	16,000.00	0	16,000.00
Cranbury Twp.	Cranbury Sta.Rd.	0	12,460.10	0	12,460.10	5,231.84	7,228.26
" "	Wyckoff'sMillRd.	760.10	760.10	1,520.20	0	0	0
" "	" " "Sec.2	0	2,700.00	2,700.00	0	0	0
Dunellen Boro	Madison Ave.	8,100.00	11,700.00	8,100.00	11,700.00	0	11,700.00
E.BrunswickTwp.	DutchNeckRd.,Sec.3	9,000.00	0	9,000.00	0	0	0
" " "	DutchRd.,Sec.4	0	9,000.00	0	9,000.00	0	9,000.00
Madison Twp.	MundyAve.	5,000.00	0	5,000.00	0	0	0
Monroe Twp.	CranburySta.-Wyckoffs Mills Rd.	0	2,250.00	2,250.00	0	0	0
" "	" " "Sec. 2	2,700.00	2,700.00	5,400.00	0	0	0
" "	GravelHill-Bergens Mills Rd.	0	3,946.50	3,946.50	0	0	0
" "	Halsey Reed Rd.	0	5,400.00	5,400.00	0	0	0
" "	Perrineville-Spotswood Rd.	2,000.00	2,000.00	4,000.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Middlesex(Contd.)	Name of Road	Balance On Allot. Dec.31,1943	Allotted 1944	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
Monroe Twp.	Possum Hollow Rd.	0	1,480.23	1,480.23	0	0	0
" "	State Home Rd.	1,000.00	1,000.00	2,000.00	0	0	0
" "	Union Valley-Applegarth, etc.	0	23,776.73	0	23,776.73	14,140.70	9,636.03
" "	Wyckoff'sMill-Applegarth Rd.	5,000.00	5,000.00	10,000.00	0	0	0
Piscataway Twp.	So.RandolphvilleRd.	0	7,000.00	0	7,000.00	0	7,000.00
Plainsboro Twp.	St.Joseph's College"	10,000.00	0	10,000.00	0	0	0
S.Brunswick Twp.	Cottageville-Fresh Ponds Rd.,Sec.6	10,000.00	0	10,000.00	0	0	0
" " "	" " "Sec. 7	0	12,600.00	0	12,600.00	0	12,600.00
S.PlainfieldBoro	Central Ave.	5,000.00	0	5,000.00	0	0	0
" " "	Dumont Avenue	4,500.00	0	4,500.00	0	0	0
" " "	Fifth Street	0	7,000.00	0	7,000.00	0	7,000.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		93,526.73	63,132.10	24,536.83	132,122.00	0	132,122.00
Monmouth							
Atlantic Twp.	HominyHillsRd., Sec.1	4,244.12	0	4,244.12	0	0	0
" "	Montrose Rd.	0	3,000.00	0	3,000.00	2,944.53	55.47
" "	Woodland Drive, Water St., etc.	3,000.00	0	3,000.00	0	0	0
Atl.HighlandsBoro	Ave.C,Ave.B,etc.	2,000.00	2,000.00	4,000.00	0	0	0
" " "	Ave.D,&BayAve.Sec.2	0	2,000.00	2,000.00	0	0	0
" " "	Mount Ave.&Bay Ave.	0	6,000.00	0	6,000.00	0	6,000.00
Avon-by-the-sea	First Avenue	3,000.00	0	3,000.00	0	0	0
" " " "	1,2,3 & East Ave.	0	1,800.00	0	1,800.00	0	1,800.00
Belmar Boro	"C" St.,Sec.2	4,000.00	0	4,000.00	0	0	0
" "	River Rd.&16th Ave.	0	3,300.00	0	3,300.00	0	3,300.00
Fair Haven Boro	Buena Vista Ave.	3,000.00	0	1,307.01	1,692.99	1,692.99	0

Schedule #47

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Monmouth(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
Fair Haven Boro	BuenaVistaAve. (Paving)	0	3,557.01	0	3,557.01	0	3,557.01
Freehold Twp.	W.Freehold-Georgia School House Rd.	3,300.00	3,500.00	3,300.00	3,500.00	0	3,500.00
Howell Twp.	Brocklebank Rd., W.Farms Rd.	4,000.00	4,000.00	8,000.00	0	0	0
" "	Old Tavern Rd.	0	4,000.00	0	4,000.00	4,000.00	0
" "	" " " Sec. 2	0	4,000.00	0	4,000.00	3,403.69	596.31
Interlaken Boro	Windermere Ave.	0	410.70	410.70	0	0	0
Keyport Boro	Burtina Place	2,000.00	0	2,000.00	0	0	0
" "	Beers&ButterSts.	5,000.00	0	0	5,000.00	5,000.00	0
" "	Main Street	0	2,700.00	0	2,700.00	0	2,700.00
Manalapan Twp.	Carr's Cor.-Manalapan Rd.	0	3,100.00	0	3,100.00	2,630.36	469.64
" "	Englishtown-Tracy Station Rd.	3,000.00	0	3,000.00	0	0	0
Manasquan Boro	Brielle Rd.,Osborn Ave.,etc.	184.71	184.71	369.42	0	0	0
" "	Euclid Ave.,Warren Ave.etc.	4,000.00	4,000.00	4,000.00	4,000.00	0	4,000.00
" "	Euclid Ave.,Sec. 2 & PerrinBlvd.	0	3,600.00	0	3,600.00	0	3,600.00
Matawan Boro	Aberdeen Rd.	3,000.00	0	0	3,000.00	3,000.00	0
" "	Broad St.	0	21.71	21.71	0	0	0
" "	Church St.	3,000.00	3,150.00	3,000.00	3,150.00	0	3,150.00
" "	Mill Rd.	1,000.00	0	0	1,000.00	0	1,000.00
Middletown Twp.	Atlantic Ave.& Church St.	0	4,378.56	0	4,378.56	0	4,378.56
" "	Atlantic Ave.	0	1,966.06	1,966.06	0	0	0
" "	Church St.	4,000.00	2,412.50	3,825.00	2,587.50	2,587.50	0
" "	Everett Rd.	0	4,400.00	0	4,400.00	0	4,400.00
" "	Old Woman'sHillRd.	0	369.29	369.29	0	0	0
Millstone Twp.	Carrs Cor.-Manalapan Rd.	0	3,900.00	1,066.20	2,833.80	2,833.80	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Monmouth(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
Millstone Twp.	Clarksburg-Red Valley Rd.	3,300.00	4,366.20	3,300.00	4,366.20	4,076.30	289.90
MonmouthBeach	Monmouth Blvd.	0	70.30	70.30	0	0	0
" "	Navesink Drive	3,300.00	3,300.00	3,300.00	3,300.00	0	3,300.00
Neptune City	Hawthorne,Avondale, Riverview, etc.	0	429.87	429.87	0	0	0
" "	Merritt Ave.,Bell Place, etc.	0	2,700.00	0	2,700.00	0	2,700.00
" "	Rosewood Place,etc.	3,300.00	0	3,300.00	0	0	0
Neptune Twp.	Ninth,Tenth & Eleventh Aves.	0	352.31	352.31	0	0	0
" "	Oxford Way,Wakefield Rd.,Newgate, etc.	4,000.00	0	0	4,000.00	3,952.63	47.37
" "	Oxford Way,Wakefield, NewgateLane & Fulham Place	0	4,500.00	0	4,500.00	0	4,500.00
" "	Springwood Ave.	0	4,400.00	0	4,400.00	0	4,400.00
" "	Stratford,Milton, Hawthorne,etc.	0	4,500.00	4,500.00	0	0	0
Ocean Twp.	Cold Indian Spring Rd.	775.05	775.05	1,550.10	0	0	0
" "	Poplar Ave. & Cold Indian Springs Rd.	0	4,500.00	0	4,500.00	0	4,500.00
OceanPortBoro	MyrtleAve.,Sec.1	0	2,850.00	0	2,850.00	0	2,850.00
" " "	Port-au-peck Ave.	3,000.00	600.00	3,600.00	0	0	0
Raritan Twp.	Beers Street	0	2,250.00	0	2,250.00	0	2,250.00
" "	Bethany Rd.,Sec.2	2,000.00	0	0	2,000.00	0	2,000.00
Rumson Boro	Buena Vista Ave.	3,000.00	0	1,307.01	1,692.99	1,692.99	0
" "	Buena Vista Ave., (Paving)	0	3,557.01	0	3,557.01	0	3,557.01
Sea Girt Boro	Bell Place	2,000.00	0	0	2,000.00	2,000.00	0
" " "	N.Y.&Baltimore Blvds.,etc.	0	7,365.29	0	7,365.29	0	7,365.29
" " "	1stAve.,Crescent & Phila. Blvd.	2,300.00	2,300.00	4,600.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Monmouth(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
Sea Girt Boro	Phila.,Chicago & Baltimore Blvds.	0	2,000.00	2,000.00	0	0	0
Shrewsbury Twp.	Riverdale Rd.	2,500.00	3,600.00	2,500.00	3,600.00	0	3,600.00
SpringLakeBoro	Pitney, St.Clair, & 4th Aves.	0	2,700.00	0	2,700.00	0	2,700.00
" " Hgts.	OldMillRd. & Mercer Ave.	0	3.14	3.14	0	0	0
UpperFreehold Twp.	Polhemustown-New Egypt Road	0	3,600.00	0	3,600.00	0	3,600.00
" " "	Red Valley-Imlays Hill Rd.	0	355.54	355.54	0	0	0
Wall Twp.	Hurley Pond-Farmingdale Rd.,Sec.2	4,000.00	0	4,000.00	0	0	0
" "	Lakewood Rd. & Bailey's Corner	0	4,050.00	0	4,050.00	0	4,050.00
" "	Manasquan River Br. to Glendola Road	0	92.67	92.67	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		40,971.59	59,616.38	33,443.85	67,144.12	0	67,144.12
Morris							
Boonton Twp.	Meriden Road	0	9,000.00	0	9,000.00	0	9,000.00
Chester Twp.	South Road, Sec.2	0	9,000.00	0	9,000.00	0	9,000.00
DenvilleTwp.	Franklin Ave.Sec.1	7,500.00	0	7,500.00	0	0	0
" "	" " Sec.2	0	9,000.00	0	9,000.00	0	9,000.00
Harding Twp.	Basking Ridge-New Vernon Road,Sec.5	0	10,200.00	0	10,200.00	0	10,200.00
Jefferson Twp.	Sparta-Newfoundland, Sec. 5 & Widening Sec. 3	1,500.00	7,500.00	1,500.00	7,500.00	7,218.88	281.12

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Morris(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Kinnelon Boro	Jacksonville Rd.	$ 5,300.00	$ 0	$ 5,300.00	$ 0	$ 0	$ 0
Mine Hill Twp.	Randall Ave.	0	9,000.00	1,200.00	7,800.00	0	7,800.00
Montville Twp.	River Rd.,Sec.2	10,000.00	10,000.00	10,000.00	10,000.00	0	10,000.00
Morris Twp.	Western Ave.	0	82.68	82.68	0	0	0
Morris Twp.	Western Ave.,Sec.2 & Sec. 3	0	29,474.02	0	29,474.02	3,133.73	26,340.29
" "	Western Ave.,Sec.3	16,000.00	19,600.00	35,600.00	0	0	0
MorrisPlainsBoro	Malapardis Rd.	2,700.00	0	2,700.00	0	0	0
Mt.Olive Twp.	Bartley-Drakestown Rd.	9,000.00	0	9,000.00	0	0	0
Passaic Twp.	Long Hill Rd., Sec. 4	9,000.00	12,600.00	9,000.00	12,600.00	0	12,600.00
Randolph Twp.	Randolph Ave., Sec.1 (Paving)	3,600.00	0	0	3,600.00	3,600.00	0
Riverdale Boro	Matthews Rd.	0	2,500.00	0	2,500.00	0	2,500.00
" "	" " Sec. 2	0	9,000.00	0	9,000.00	0	9,000.00
Rockaway Boro	Franklin Avenue, Sec. 3	5,000.00	0	5,000.00	0	0	0
Washington Twp.	Bartley-Drakestown Road	5,400.00	3,600.00	5,400.00	3,600.00	0	3,600.00
" "	Long Valley-Fairmount, Sec. 5	0	354.74	354.74	0	0	0
" "	Long Valley-Fairmount, Sec. 6	8,453.63	0	436.60	8,017.03	8,017.03	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		71,183.66	71,400.00	44,237.42	98,346.24	0	98,346.24

Schedule #51

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Ocean	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Barnegat City	Twelfth Street	$ 0	$ 2,160.00	$ 0	$ 2,160.00	$ 0	$ 2,160.00
" "	18th & 19thSts.	2,000.00	0	2,000.00	0	0	0
" "	28th & 15thSts.	248.50	0	248.50	0	0	0
BeachHavenBoro		0	3,000.00	0	3,000.00	0	3,000.00
" " "	Delaware Ave.,Sec. #2	3,000.00	0	3,000.00	0	0	0
BeachwoodBoro	Cable Ave.	2,700.00	0	2,700.00	0	0	0
" "	Capstan Ave.	0	2,000.00	0	2,000.00	0	2,000.00
" "	Pennant,Neptune, Mermaid, etc.	0	2,700.00	0	2,700.00	0	2,700.00
Brick Twp.	Beacon,Linden,Manchester,CoonRd.	9,500.00	0	9,500.00	0	0	0
" "	Downey Ave. & E. End Ave.	.99	0	.99	0	0	0
" "	Pine St. & Haven CoveRd.,Sec.1	0	4,500.00	0	4,500.00	0	4,500.00
Dover Twp.	Maple Street	545.25	0	545.25	0	0	0
" "	Riverside Dr.,Magnolia,Hickory St.	0	4,500.00	0	4,500.00	0	4,500.00
" "	Schencks Mill Line Rd.,Etc.	9,500.00	0	9,500.00	0	0	0
" "	Vermont Ave.,Sec.2	1,440.00	0	0	1,440.00	1,342.93	97.07
EagleswoodTwp.	Cemetery Lane	0	675.00	0	675.00	0	675.00
" "	Cox Crossing-Stafford Forge,Sec.1	1,800.00	0	1,800.00	0	0	0
HarveyCedarsBoro	Var.Sts.,1943	1,800.00	0	1,800.00	0	0	0
" " "	W.Central & Salem Ave.	0	1,800.00	0	1,800.00	0	1,800.00
Jackson Twp.	Bowman Rd.,Sec.1	2,700.00	0	2,700.00	0	0	0
" "	Frank Applegate Rd.	5,660.00	0	5,660.00	0	0	0
" "	" " " Sec. 2	0	4,500.00	0	4,500.00	0	4,500.00
" "	Leming Rd.	2,700.00	2,389.50	2,700.00	2,389.50	2,034.11	355.39

Schedule #52

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Ocean(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1944	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Jackson Twp.	ThirdSt.,Sec.2	$ 1,028.33	$ 0	$ 1,028.33	$ 0	$ 0	$ 0
Lacey Twp.	Lacey-Lanoka Rd., Cutoff,Sec.3	2,700.00	0	2,700.00	0	0	0
" "	Lacey-Lanoka Rd., Cutoff,Sec.4	0	2,700.00	0	2,700.00	0	2,700.00
LakehurstBoro	Chestnut,Willow, Poplar, etc.	2,000.00	0	0	2,000.00	1,902.10	97.90
Lakewood Twp.	S.LakeDrive,Sec.2	0	5,400.00	0	5,400.00	0	5,400.00
" "	Vermont Ave.	1,800.00	0	0	1,800.00	1,148.98	651.02
LittleEggHarbor	Tuckertown-Little Beach Rd.	4,500.00	0	4,500.00	0	0	0
" " "	Willets Ave.	402.51	0	402.51	0	0	0
" " "	Var.Rds.,1942 - Stage Rd.,Sec.2	45.85	0	45.85	0	0	0
LongBeach Twp.	BeachAve.,Sec.2	4,000.00	0	208.08	3,791.92	0	3,791.92
" " "	Var.Sts.,1943	2,700.00	2,700.00	5,400.00	0	0	0
" " "	Var.Sts.,1944	0	5,400.00	0	5,400.00	5,400.00	0
Manchester Twp.	Burnside St.,Lawrence Ave.,etc.	2,700.00	0	2,700.00	0	0	0
" "	Cedar Bridge - Whiting Rd.	0	10,000.00	0	10,000.00	0	10,000.00
Ocean Twp.	Waretown-Wells Mills Rd.	0	7,265.00	0	7,265.00	0	7,265.00
Plumsted Twp.	Big Woods	0	4,500.00	0	4,500.00	0	4,500.00
" "	Hopkins Rd.	224.39	0	224.39	0	0	0
" "	" " Sec. 2	2,700.00	0	2,700.00	0	0	0
" "	JoeFischer Rd.	3,150.00	0	0	3,150.00	3,015.58	134.42
PointPleasant	Pine Bluff Ave., Davis, Morris	0	2,700.00	0	2,700.00	0	2,700.00
" "	Var.Sts.,1942	711.78	0	711.78	0	0	0
" "	Var.Sts.,1943	3,090.00	0	3,090.00	0	0	0
" "Beach	Harvard Ave.,Riverside Place	3,600.00	0	3,600.00	0	0	0
" " "	New York Ave.	0	2,700.00	0	2,700.00	0	2,700.00
" " "	Var.Sts.,1942	14.93	0	14.93	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Ocean (Contd.)	Name of Road	Balance on Allot. Dec.31,1943 $	Allotted 1944 $	Cancelled for Re-allotment $	Total $	Expenditures Jan. 1 to Dec.31,1944 $	Balance on Allotment Dec.31,1944 $
SeasideHgts.Boro	Barnegat Ave., Sec. 2	1,000.00	0	1,000.00	0	0	0
" " "	W.Central & Carteret Aves.	0	2,700.00	0	2,700.00	0	2,700.00
Ship Bottom - BeachArlington	3rd and Central Ave.	1,800.00	0	1,800.00	0	0	0
" "	FifthSt.,Sec.3	0	1,800.00	1,800.00	0	0	0
" "	17th St.	90.10	0	90.10	0	0	0
" "	22nd & 23rd Sts.	0	1,800.00	0	1,800.00	0	1,800.00
Surf City Boro	Central Ave. & S. 3rd St.	2,700.00	0	2,700.00	0	0	0
" " "	23rd St. & Barnegat Ave.,Sec.1	0	2,700.00	0	2,700.00	0	2,700.00
Union Twp.	Cedar Bridge-Whiting Rd.	0	4,000.00	0	4,000.00	0	4,000.00
" "	Howardville Rd., Sec. 4	3,000.00	0	3,000.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		38,619.29	75,370.71	5,089.50	108,900.50	0	108,900.50
Passaic							
BloomingdaleBoro	Mary,Elizabeth, Sec.2, etc.	5,500.00	0	5,500.00	0	0	0
" "	Oak St.& Reeve Ave.	0	6,000.00	0	6,000.00	0	6,000.00
Haledon Boro	E. Barber St. & Roe St.,Sec.2	4,500.00	0	4,500.00	0	0	0
Hawthorne Boro	Fairview Ave.	0	8,000.00	0	8,000.00	0	8,000.00
" "	Grandview Ave.	3,500.00	0	3,500.00	0	0	0

Schedule #54

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Passaic(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Hawthorne Boro	RoyalAve.,Sec.2	$ 4,000.00	$ 0	$ 4,000.00	$ 0	$ 0	$ 0
LittleFallsTwp.	3rd,Grove,Wood, Dewey,Bradford	0	4,000.00	0	4,000.00	0	4,000.00
" " "	Crane Street	3,500.00	7,000.00	3,500.00	7,000.00	0	7,000.00
" " "	William St.	9,750.00	0	0	9,750.00	0	9,750.00
N.Haledon Boro	LindaVistaAve., Sec. 2	0	6,000.00	0	6,000.00	0	6,000.00
" " "	Manchester Ave.	7,000.00	0	7,000.00	0	0	0
PomptonLakes"	LincolnAve.,Sec.2	5,500.00	0	5,500.00	0	0	0
ProspectPark"	Hopper St. Fairview & Brown Aves.	0	1,000.00	1,000.00	0	0	0
" " "	N.13th St.	1,000.00	0	1,000.00	0	0	0
" " "	N.16th St.	5,000.00	6,000.00	5,000.00	6,000.00	5,700.87	299.13
Ringwood Boro	SnakeDenRd.&DaleRd.	0	8,500.00	0	8,500.00	0	8,500.00
" "	Stonetown Rd.	6,000.00	0	6,000.00	0	0	0
Totowa Boro	Dunkerly St.	0	2,970.00	0	2,970.00	0	2,970.00
" "	Hudson & Mitchell	6,500.00	0	6,500.00	0	0	0
" "	LincolnAve.&Young	0	8,000.00	0	8,000.00	0	8,000.00
" "	Wilson Ave.	0	3,030.00	0	3,030.00	0	3,030.00
Wanaque Boro	Greenwood Ave., Sec. 2	0	5,000.00	0	5,000.00	0	5,000.00
Wayne Twp.	Hardwick Lane	2,119.02	0	2,119.02	0	0	0
" "	Hinchman'sLane	6,500.00	6,500.00	6,500.00	6,500.00	0	6,500.00
" "	IndianRd.,Sec.4	1,846.10	0	1,846.10	0	0	0
W.MilfordTwp.	Morestown Rd.	0	6,000.00	0	6,000.00	0	6,000.00
" " "	W.BrookRd.,Sec.4	7,500.00	8,000.00	7,500.00	8,000.00	0	8,000.00
" PatersonBoro	Pompton Ave.	0	5,000.00	0	5,000.00	0	5,000.00
" " "	W.32ndSt.,Marcellus Ave., etc.	3,500.00	0	3,500.00	0	0	0
" " "	Whippany Ave. & Ramapo Ave.	2,500.00	0	2,500.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0

Schedule #55

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Passaic(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		93,671.20	75,965.12	15,000.00	154,636.32	0	154,636.32
Salem							
Alloway Twp.	Ernest-Garton Rd., Sec. 2	7,830.00	4,500.00	7,830.00	4,500.00	0	4,500.00
Elsinboro Twp.	Acton Farm Rd.	0	5,000.00	0	5,000.00	0	5,000.00
" "	Feather Bed Lane	5,400.00	0	5,400.00	0	0	0
LowerAlloways Creek Twp.	Cross Rd.,Sec.2	6,300.00	0	6,300.00	0	0	0
" " " "	Maple Ave.,NewSt. 2nd St.	0	4,000.00	0	4,000.00	0	4,000.00
LowerPennsNeck	GlenDrive,Annapolis Rd.,& Francis Drive	1,440.00	0	1,440.00	0	0	0
" " "	HollyDrive,Michigan Rd.&MapleDrive	1,530.00	0	1,530.00	0	0	0
" " "	First St. & Morningside Drive	2,700.00	1,800.00	4,500.00	0	0	0
" " "	Morningside Drive	0	1,800.00	0	1,800.00	0	1,800.00
" " "	Mahoney Rd.	0	2,300.00	0	2,300.00	0	2,300.00
" " "	Union St.& Jaquette	0	3,600.00	0	3,600.00	0	3,600.00
Mannington Twp.	DuBoisRd.,Sec.1&2	0	1,584.00	0	1,584.00	0	1,584.00
" "	Fenwick Rd.	0	4,500.00	0	4,500.00	0	4,500.00
" "	HackettRd.Sec.1&2	0	1,305.00	0	1,305.00	0	1,305.00
" "	SandyRidgeRd	6,300.00	2,889.00	9,189.00	0	0	0
PennsGroveBoro	N.SmithAve.,Sec.1& 2,&E.HarmonySt.	0	8,000.00	0	8,000.00	0	8,000.00
" " "	S.SmithAve.,Sec.2 & Park Ave.	5,000.00	0	5,000.00	0	0	0
PilesgroveTwp.	HardingH'way-Harrisonville	0	1,500.00	0	1,500.00	1,257.48	242.52
" "	HardingH'way-Harrisonville,Sec.3	8,100.00	2,700.00	8,100.00	2,700.00	0	2,700.00

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Salem(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
Pilesgrove Twp.	Jill Road	0	3,000.00	3,000.00	0	0	0
" "	Old Salem Rd.,Sec.2	23.76	0	23.76	0	0	0
" "	Yorketown-ManningtonRd.	0	1,500.00	0	1,500.00	1,500.00	0
Pittsgrove Twp.	Elmer-Greenville Road	9,606.33	0	9,606.33	0	0	0
" "	Harris-LangleyRd.	0	5,400.00	0	5,400.00	0	5,400.00
Quinton Twp.	BurdenHillRd.	2,100.00	6,000.00	2,100.00	6,000.00	0	6,000.00
" "	Cool Run Road	0	1,800.00	0	1,800.00	0	1,800.00
" "	Hogate Blvd.	4,500.00	0	4,500.00	0	0	0
" "	Lawrence Rd.Sec.2	.16	0	.16	0	0	0
Salem City	Fifth St.	6,300.00	0	6,300.00	0	0	0
" "	Olive,Gibbon, Eakin Sts.	0	5,000.00	0	5,000.00	0	5,000.00
UpperPennsNeck	Highway Road	3,600.00	0	3,600.00	0	0	0
" " "	Orchard Rd. & Cedar Crest Ave.	0	3,600.00	0	3,600.00	0	3,600.00
" " "	OrdmontAve.& E. End Ave.	0	3,600.00	0	3,600.00	0	3,600.00
" " "	Pine Street	2,000.00	0	2,000.00	0	0	0
UpperPittsgrove	Cedar Lane Rd.	5,400.00	0	5,400.00	0	0	0
" "	FitchHorn Rd.	2,000.00	3,000.00	2,000.00	3,000.00	0	3,000.00
" "	Sawmill Rd.	0	4,500.00	0	4,500.00	0	4,500.00
Woodstown Boro	Bowen Ave.	0	4,500.00	0	4,500.00	0	4,500.00
" "	Dickinson,Church & Washington	4,500.00	0	4,500.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	52,700.00	52,700.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		11,106.54	84,630.25	4,689.00	91,047.79	0	91,047.79
Somerset							
BedminsterTwp.	Pluckemin-Burnt Mills	2,486.00	537.77	0	3,023.77	3,023.77	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Somerset(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
BedminsterTwp.	Pluckemin-Burnt MillsRd.,Sec.5	0	16,000.00	0	16,000.00	0	16,000.00
Bernards Twp.	Martinsville-LibertyCor.,Sec.5	0	1,376.77	1,376.77	0	0	0
" "	Martinsville-LibertyCor.Sec.5A(Pav.)	0	16,876.77	0	16,876.77	12,788.35	4,088.42
" "	" " Sec. 6	0	8,000.00	8,000.00	0	0	0
BoundBrookBoro	W.HighSt.&Thompson Ave.	0	9,000.00	0	9,000.00	0	9,000.00
BranchburgTwp.	Opie Rd.	10,800.00	0	10,800.00	0	0	0
BridgewaterTwp.	N.BridgeRd.,Sec.3	7,020.00	1,530.00	7,020.00	1,530.00	0	1,530.00
" "	W.HighSt.,Traf.Circ.	2,697.93	0	0	2,697.93	2,697.93	0
" "	" " "Sec.2	0	8,100.00	0	8,100.00	0	8,100.00
Franklin Twp.	CedarGroveLane, Sec.3	6,300.00	0	6,300.00	0	0	0
" "	CedarGroveLane,Sec.4	0	7,200.00	0	7,200.00	0	7,200.00
GreenBrookTwp.	Gold Street	7.27	0	7.27	0	0	0
Hillsborough"	NewCenterSchoolHse., Sec. 5	13,000.00	0	13,000.00	0	0	0
" "	NewCenterSchool Hse.,Sec.6	0	7,200.00	4,500.00	2,700.00	0	2,700.00
ManvilleBoro	Dukes Parkway	32,200.00	0	0	32,200.00	30,442.14	1,757.86
MontgomeryTwp.	HollowRd.,Sec.3	10,800.00	0	10,800.00	0	0	0
" "	" " " 4	0	7,970.00	0	7,970.00	0	7,970.00
SomervilleBoro	N.GastonAve.	9,640.00	9,640.00	9,640.00	9,640.00	2,759.99	6,880.01
Watchung Boro	Hillcrest Rd.	0	10,800.00	0	10,800.00	0	10,800.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		62,040.98	57,567.27	14,816.77	104,791.48	0	104,791.48
Sussex							
Andover Twp.	Huntsville-Springdale Rd.	7,500.00	0	7,500.00	0	0	0

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Sussex(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
BranchvilleBoro	Mattison Ave.	0	4,000.00	0	4,000.00	0	4,000.00
Fredon Twp.	Anderson Hill Rd.	0	4,000.00	0	4,000.00	0	4,000.00
" "	Fredon-Springdale Rd.,Sec.4	5,000.00	0	5,000.00	0	0	0
" "	Old SwartswoodRd.	0	2,000.00	0	2,000.00	0	2,000.00
Green Twp.	ShotwellRd.,Sec.3	0	4,000.00	0	4,000.00	0	4,000.00
Hamburg Boro	Linwood Ave.,Sec. 4,LehighSt.,etc.	5,000.00	0	5,000.00	0	0	0
Hampton Twp.	MyrtleGrove-Lake Kemah,Sec.4,etc.	6,000.00	0	6,000.00	0	0	0
" "	" " Sec.5	0	6,000.00	0	6,000.00	0	6,000.00
" "	OldSwartswood Rd.	0	2,000.00	0	2,000.00	0	2,000.00
Hardyston Twp.	Big Spring Rd.	1,806.12	0	1,806.12	0	0	0
" "	" " Sec. 3	0	4,000.00	0	4,000.00	0	4,000.00
Lafayette Twp.	Ice Plant Rd.	0	1,500.00	0	1,500.00	0	1,500.00
" "	Sunset Inn-Limecrest,Sec.2	6,000.00	0	6,000.00	0	0	0
" "	" "Sec. 3	0	5,000.00	0	5,000.00	0	5,000.00
Sparta Twp.	LimecrestRd.,Sec.2	527.31	0	527.31	0	0	0
" "	White Lake Rd.	0	6,000.00	0	6,000.00	0	6,000.00
Stanhope Boro	BellSt. & Bedford	0	3,000.00	0	3,000.00	0	3,000.00
Stillwater Twp.	Five Points-Middleville Rd.	6,000.00	0	6,000.00	0	0	0
" "	" " " Sec. 2	0	5,500.00	0	5,500.00	0	5,500.00
" "	Hampton-Mt.Benevolence, Sec. 2	4,000.00	0	0	4,000.00	0	4,000.00
" "	Station Rd.	3,600.00	0	3,600.00	0	0	0
Sussex Boro	Liberty,Munson,Walnut & 4th St.	0	4,000.00	0	4,000.00	0	4,000.00
Vernon Twp.	Owens Sta. Rd.	0	10,000.00	0	10,000.00	0	10,000.00
" "	Sand Hill Rd.,Sec.2	6,000.00	0	6,000.00	0	0	0
Walpack Twp.	River Rd.,Sec.5	21,473.28	0	0	21,473.28	0	21,473.28
" "	RiverRd.,Sec.6	11,900.00	0	11,900.00	0	0	0
" "	" " " 7	0	6,000.00	0	6,000.00	0	6,000.00

Motor Vehicle Fund - Township & Boro Aid
(Construction, Reconstruction and Maintenance)

Sussex(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1944	Cancelled for Re-allotment	Total	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
Wantage Twp.	Mt.Salem-Unionville Sec. 4	9,000.00	4,000.00	9,000.00	4,000.00	0	4,000.00
" "	Quarrybille-Wolf Pitt Rd.,Sec.2	9,000.00	0	9,000.00	0	0	0
" "	" " Sec. 3	0	4,000.00	0	4,000.00	0	4,000.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		0	50,000.00	50,000.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		149,644.48	77,333.43	0	226,977.91	0	226,977.91
Union							
Hillside Twp.	N.UnionAve.,Sec.2	4,500.00	0	4,500.00	0	0	0
" "	Ramsey Ave.	13,500.00	0	13,500.00	0	0	0
KenilworthBoro	N. 8th St.	0	15,300.00	0	15,300.00	0	15,300.00
RosellePark "	Colonia Rd.	0	7,200.00	0	7,200.00	0	7,200.00
Union Twp.	Oakland Ave.	2,827.22	0	2,827.22	0	0	0
" "	" " Sec.2	13,500.00	0	13,500.00	0	0	0
" "	Union Ave.	13,500.00	0	13,500.00	0	0	0
" "	" " Sec. 2	0	22,500.00	0	22,500.00	0	22,500.00
" "	VauxHallRd.,Sec.5	1,984.31	0	1,984.31	0	0	0
" "	Woodland Ave.	9,450.00	0	9,450.00	0	0	0
WestfieldTown	E.BroadSt.,Sec.3	11,970.00	0	11,970.00	0	0	0
" "	Woodland Ave.	0	23,400.00	0	23,400.00	0	23,400.00
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0.	50,000.00	0	50,000.00	50,000.00	0
County Balance		8,580.00	56,600.00	58,580.00	6,600.00	0	6,600.00
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		154,492.32	79,811.53	0	234,303.85	0	234,303.85
Warren							
Alpha Boro	Lee&SigsbeeAve.	0	4,500.00	0	4,500.00	0	4,500.00

Schedule #60

Motor Vehicle Fund - Township & Borough Aid
(Construction, Reconstruction and Maintenance)

Warren(Contd.)	Name of Road	Balance on Allot. Dec.31,1943	Allotted 1 9 4 4	Cancelled for Re-allotment	T o t a l	Expenditures Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
		$	$	$	$	$	$
Alpha Boro	Vulcanite Rd.	3,000.00	0	3,000.00	0	0	0
Frelinghuysen Twp.	Johnsburg-Kerr's Cor.,Rt.8	0	14,250.00	0	14,250.00	0	14,250.00
Hackettstown Town	Allamuchy Rd., Sec. 2	12,150.00	0	12,150.00	0	0	0
" "	Allamuchy,Sec.3	0	9,000.00	0	9,000.00	0	9,000.00
Hardwick Twp.	SunsetLakeRd.Sec.2	9,000.00	0	9,000.00	0	0	0
" "	Sunset Lake Rd., Sec. 3	0	9,000.00	0	9,000.00	0	9,000.00
Hope Twp.	Locust Lake Rd.	18,000.00	0	18,000.00	0	0	0
IndependenceTwp.	Russling Rd.	9,000.00	0	9,000.00	0	0	0
Knowlton Twp.	Walnut Corner to Centerville Rd.	0	9,000.00	0	9,000.00	0	9,000.00
Mansfield Twp.	Andersontown-Butler Park Rd.	0	5,400.00	0	5,400.00	0	5,400.00
Pahaquarry Twp.	Millbrook-Blairstown Rd.	0	14,850.00	0	14,850.00	0	14,850.00
" "	River Rd.,Sec. 7	5,960.78	0	0	5,960.78	4,703.00	1,257.78
Phillipsburg Town	Carpentersville Rd. Kent St.	6,750.00	0	6,750.00	0	0	0
Washington Twp.	Cemetery Hill-Asbury Road & Spur	13,500.00	9,000.00	13,500.00	9,000.00	0	9,000.00
White Twp.	Bridgeville-Mt. Lakes Rd.	3,600.00	0	3,600.00	0	0	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1943		0	1,972.00	0	1,972.00	1,972.00	0
Maintenance & Repairs of Unimproved Twp. & Boro. Roads, 1944		0	50,000.00	0	50,000.00	50,000.00	0
County Balance		1,972.00	51,972.00	53,944.00	0	0	0
State Treasurer's Investment Account (Chap. #45, P. L. 1943)		67,634.30	76,972.00	1,972.00	142,634.30	0	142,634.30

Schedule #61

Motor Vehicle Funds
Township & Boro Aid Maintenance

County	Balance on Allot. Dec.31,1943	Allotted 1944	Transfers	Total	Expenditure Jan. 1 to Dec.31,1944	Balance on Allotment Dec.31,1944
Atlantic	$ 49,374.87	$ 25,000.00	$ 2,935.65-	$ 71,439.22	$ 9,854.90	$ 61,584.32
Bergen	0	25,000.00	0	25,000.00	25,000.00	0
Burlington	39,060.67	25,000.00	900.00+	64,960.67	39,060.67	25,900.00
Camden	48,366.32	25,000.00	2,600.24-	70,766.08	26,302.56	44,463.52
Cape May	38,919.48	25,000.00	11,054.05-	52,865.43	11,676.42	41,189.01
Cumberland	62,485.03	25,000.00	0	87,485.03	47,006.20	40,478.83
Essex	0	25,000.00	25,000.00-	0	0	0
*Town of Belleville, Main St., Sec. 2	2,560.04	0	2,560.04-	0	0	0
A*Boro of Glen Ridge, Ridgewood Ave.	0	0	25,000.00+	25,000.00	0	25,000.00
Gloucester	26,749.15	25,000.00	8,475.74-	43,273.41	39,045.41	4,228.00
Hudson	0	25,000.00	25,000.00-	0	0	0
A*No.Bergen Twp.,Granton Ave.	25,000.00	0	25,000.00-	0	0	0
*Town of Secaucus,John St.	0	0	25,000.00+	25,000.00	0	25,000.00
Hunterdon	32,012.41	25,000.00	0	57,012.41	15,644.78	41,367.63
Mercer	40,210.67	25,000.00	5,614.31-	59,596.36	31,319.88	28,276.48
Middlesex	57,729.43	25,000.00	400.00+	83,129.43	42,487.80	40,641.63
Monmouth	30,130.13	25,000.00	1,677.50+	56,807.63	43,139.18	13,668.45
Morris	38,551.05	25,000.00	4,190.66-	59,360.39	21,519.56	37,840.83
Ocean	25,000.00	25,000.00	0	50,000.00	11,245.70	38,754.30
Passaic	37,588.67	25,000.00	0	62,588.67	29,443.07	33,145.60
Salem	47,666.25	25,000.00	0	72,666.25	41,812.52	30,853.73
Somerset	34,952.40	25,000.00	14,900.20-	45,052.20	16,723.32	28,328.88
Sussex	12,033.14	25,000.00	0	37,033.14	25,088.29	11,944.85
Union	20,089.86	25,000.00	5,689.86-	39,400.00	10,022.04	29,377.96
Warren	18,437.48	25,000.00	4,011.03-	39,426.45	31,551.81	7,874.64
	$ 686,917.05	$525,000.00	$ 84,054.28-	$1,127,862.77	$ 517,944.11	$ 609,918.66
St.Treas.Invest.Account (Chap.#45, P.L. 1943)	107,549.31	0	84,054.28+	191,603.59	0	191,603.59
	$ 794,466.36	$525,000.00	$ 0	$1,319,466.36	$ 517,944.11	$ 801,522.25

*-Construction Work - In accordance with Chap. #365, P. L. 1938 & Chap. #380, P. L. 1939.
A-For additional funds see "Twp. & Boro Aid Const., Maint., Etc." statement.

Schedule #62

Expenditures and Commitments for Purchase of Plant and Equipment As of Dec. 31, 1944

Expenditures

Description		
Cars	$ 415.00 *	
Trucks	22,787.27	
Road Equipment	9,733.20	
Snow Plows	6,844.90	
Garage Equipment	599.30	
Total Expenditures -		$ 39,549.67

Commitments

Trucks	$ 71,053.59	
Road Equipment	956.75	
Laboratory Equipment	3,735.00	
Snow Equipment	34,818.10	
Total Commitments -		$ 110,563.44
Total Expenditures and Commitments -		$ 150,113.11
Balance of Appropriation -		$ 61,534.48

* Credit.

Schedule #63

General Administration

	Expenditures to Dec. 31,1944	
Personal Services:		
Salary Commissioner	$ 15,000.00	
Other Officers & Employees	134,907.04	
Wages, Labor	1,555.12	
Spec. Services, Temp. & Outside	5,500.00	
		$ 156,962.16
Materials & Supplies:		
Stationery & Office Supplies	$ 5,100.04	
Office Equipment	1,754.65	
Road Const. & Maintenance Supplies and Materials	67.21	
Tools	2.56	
		$ 6,924.46
Services Other Than Personal:		
Traveling Expense	$ 1,381.59	
Rent of Equipment - Mileage	264.65	
Insurance (All Classes)	775.00	
Postage	1,972.07	
Printing, Binding, etc.	4,700.83	
Advertising, Subsc.,Dues,etc.	1,176.02	
Telephone & Telegraph	4,610.82	
Freight, Cartage & Storage	.97	
		$ 14,881.95
Current Repairs		93.50
Unclassified:		
Comp.,Claims,Awards,Medical		2.00
		$ 178,864.07
Rent of Land & Bldgs.		1,097.53
Rent of Equip. from Equip. Div.		4,781.14
Purchase & Stores		323.54
TOTAL GENERAL ADMINISTRATION		$ 185,066.28

Highway Planning

Personal Services:		
Other Officers & Employees		$ 10,036.08
Materials & Supplies:		
Stationery & Office Supplies		110.25
Services Other Than Personal:		
Traveling Expense	$ 31.42	
Postage	8.29	
Telephone & Telegraph	146.15	
Printing, Binding, etc.	35.08	
		$ 220.94
Current Repairs		2.50
		$ 10,369.77
Rent of Land & Bldgs.		1,162.41
TOTAL HIGHWAY PLANNING		$ 11,532.18

Schedule #64

Laboratory

	Expenditures to Dec.31, 1944	
Personal Services:		
Other Officers & Employees	$ 115,850.00	
Wages, Labor	380.82	
Special Services, Temp. & Outside	848.55	
		$ 117,079.37
Materials & Supplies:		
Heat, Light & Power	$ 3,629.14	
Stationery & Office Supplies	2,015.73	
Parts	76.15	
Office Equipment	2,833.65	
Road Construction & Maintenance, Supplies & Materials	244.81	
Tools	4.20	
		$ 8,803.68
Services Other Than Personal:		
Traveling Expenses	$ 2,305.82	
Rent of Equipment - Mileage	966.94	
Insurance (All Classes)	873.73	
Postage	478.65	
Printing, Binding, etc.	21.76	
Advertising, Subsc., Dues, etc.	56.50	
Rents - Land & Buildings	240.00	
Telephone & Telegraph	1,052.22	
Freight, Cartage & Storage	503.40	
		$ 6,499.02
Current Repairs		510.00
		$ 132,892.07
Rent of Land & Bldgs.		2,521.90
Rent of Equip. from Equip. Div.		6,554.65
Purchase & Stores		109.61
TOTAL LABORATORY		$ 142,078.23

Construction Division
Engineering and Inspection

	Expenditures to Dec. 31,1944	
Personal Services:		
Other Officers & Employees	$ 778,603.26	
Wages, Labor	509.79	
Spec. Services, Temp. & Outside	72,791.78	
		$ 851,904.83
Materials & Supplies:		
Gasoline, Oil and Grease	$ .86	
Parts	34.22	
Stationery & Office Supplies	11,799.34	
Heat, Light & Power	329.22	
Office Equipment	224.56	
Tools	37.48	
Road Construction & Maintenance Supplies & Materials	392.05	
		$ 12,817.73
Services Other Than Personal:		
Traveling Expense	$ 5,219.79	
Rent of Equipment - Mileage	2,406.73	
Printing, Binding, etc.	9,783.32	
Postage	776.03	
Advertising, Subsc., Dues, etc.	1,233.13	
Rents - Land & Buildings	5,523.66	
Telephone & Telegraph	5,834.18	
Freight, Cartage & Storage	.65	
Miscellaneous	11.50	
		$ 30,788.99
Current Repairs		82.42
Unclassified:		
Compen. Claims, Awards, Medical		159.50
		$ 895,753.47
Rent - Land & Bldgs.		4,680.78
" - Equipment from Equip. Div.		60,838.80
Purchase & Stores		415.75
TOTAL EXPENDITURES		$ 961,688.80
Commitments:		
Contract Liability - Engr. Service		30,832.09
TOTAL EXPENDITURES AND COMMITMENTS		$ 992,520.89

Schedule #66

Projects Division
Engineering and Inspection

	Expenditures to Dec. 31,1944	
Personal Services:		
Other Officers & Employees	$ 172,096.05	
Special Services, Temp. & Outside	33.10	
		$ 172,129.15
Materials & Supplies:		
Stationery & Office Supplies	$ 985.90	
Office Equipment	32.40	
		$ 1,018.30
Services Other Than Personal:		
Traveling Expense	$ 6,655.85	
Rent of Equipment - Mileage	2,118.64	
Postage	2,128.49	
Printing, Binding, etc.	747.25	
Advertising, Subsc., Dues, etc.	60.18	
Telephone & Telegraph	4,045.98	
		$ 15,756.39
Current Repairs		1.75
Unclassified:		
Comp. Claims, Awards, Medical		76.00
		$ 188,981.59
Rent - Equip. from Equip. Div.		20,781.18
Purchase & Stores		19.41
TOTAL PROJECTS DIVISION		$ 209,782.18

Administrative Cost of Acquiring Right of Way
Right of Way Division

	Expenditures to Dec. 31, 1944	
Personal Service:		
Other Officers & Employees	$ 153,303.27	
Spec. Services, Temp. & Outside	6,019.65	
		$ 159,322.92
Materials & Supplies:		
Stationery & Office Supplies	$	$ 520.86
Services Other Than Personal:		
Traveling Expense	$ 1,797.02	
Rent of Equipment - Mileage	92.92	
Postage	333.76	
Printing, Binding, etc.	2,792.83	
Advertising, Subsc., Dues, etc.	692.14	
Telephone & Telegraph	1,474.30	
Other Miscellaneous Expense	21.50	
		$ 7,204.47
Current Repairs		13.90
		$ 167,062.15
Rent of Equipment - from Equip. Div.		$ 9,117.46
Purchase & Stores		.56
TOTAL RIGHT OF WAY DIVISION		$ 176,180.17

Legal Division

Personal Service:		
Other Officers & Employees	$ 8,055.49	
Spec. Services, Temp. & Outside	1,599.45	
		$ 9,654.94
Materials & Supplies:		
Stationery & Office Supplies	$	$ 55.91
Services Other Than Personal:		
Traveling Expense	$ 1.65	
Postage	8.29	
Advertising, Subsc., Dues, etc.	337.98	
Telephone & Telegraph	293.76	
		$ 641.68
		$ 10,352.53
Rent of Equip. - from Equip. Div.		140.34
TOTAL LEGAL DIVISION - (Jan. 1, 1944 to Apr. 1, 1944)		$ 10,492.87
GRAND TOTAL - Administration, Engineering, Inspection and Administrative Cost of Acquiring Right of Way		$ 1,696,820.71

Schedule #68

Operation of Plant & Equipment

	Expenditures to Dec. 31, 1944	
Operation of Automobiles		
Personal Services:		
Other Officers & Employees	$ 52,394.09	
Wages, Labor	2,824.59	
		$ 55,218.68
Materials & Supplies:		
Gasoline, Oil & Grease	$ 23,244.39	
Tires & Tubes	8,241.00	
Parts	6,862.02	
Road Construction & Maintenance Supplies & Materials	1,592.69	
Tools	181.08	
		$ 40,121.18
Services Other Than Personal:		
Traveling Expense	$ 7.45	
Insurance	3,329.25	
Rents - Land & Buildings	2,417.31	
Other Miscellaneous Expense	301.35	
" " Equip. Rental	214.45*	$ 5,840.91
Unclassified:		
Depreciation		39,657.22
Purchase & Stores Account		3,173.72
		$ 144,011.71
Operation of Trucks		
Personal Services:		
Other Officers & Employees	$ 55,348.91	
Wages, Labor	338,388.15	
		$ 393,737.06
Materials & Supplies:		
Gasoline, Oil & Grease	$ 45,498.93	
Tires & Tubes	7,746.37	
Parts	16,087.79	
Road Construction & Maintenance Supplies & Materials	5,471.42	
Tools	599.38	
		$ 75,403.89
Services Other Than Personal:		
Traveling Expense	$ 16.75	
Insurance	3,418.88	
Rents - Land & Bldgs.	4,686.98	
Rent - Equipment	2,300.00	
Other Miscellaneous Expense	125.38	
" " Equip. Rental - Outside	566.68*	
		$ 9,981.31
Unclassified:		
Depreciation		56,296.91
Purchase & Stores Account		5,593.13
		$ 541,012.30

* Credit.

Operation of Plant & Equipment

(2)

Schedule #69

	Expenditures to Dec,31, 1944	
Operation of Equipment		
Personal Service:		
Other Officers & Employees	$ 28,600.39	
Wages, Labor	78,470.76	
		$ 107,071.15
Materials & Supplies:		
Gasoline, Oil & Grease	$ 12,586.03	
Tires & Tubes	1,136.21	
Parts	19,097.30	
Road Construction & Maintenance Supplies & Materials	2,994.67	
Tools	295.44	
		$ 36,109.65
Services Other Than Personal:		
Traveling Expense	$ 73.50	
Insurance	1,802.70	
Rents - Land & Buildings	3,409.90	
Other Miscellaneous Expense	19.15	
" " Equip. Rental	28.45*	
		$ 5,276.80
Unclassified:		
Depreciation		47,841.82
Purchase & Stores Account		4,493.41
		$ 200,792.83
* Credit		
Operation of Garages:		
Personal Service:		
Other Officers & Employees	$ 164,347.06	
Wages, Labor	33.33	
		$ 164,380.39
Materials & Supplies:		
Heat, Light & Power	$ 1,863.71	
Stationery & Office Supplies	402.31	
Gasoline, Oil & Grease	295.66	
Tires & Tubes	1.56	
Parts	570.45	
Road Construction & Maintenance Supplies & Materials	5,104.22	
Tools	1,452.47	
		$ 9,690.36
Services Other Than Personal:		
Traveling Expense	$ 186.18	
Insurance	1,440.27	
Postage	411.57	
Rents - Land & Buildings	5,593.00	
Rent - Equipment	3,887.50	
Printing, Binding, etc.	92.30	
Telephone & Telegraph	3,746.21	
Freight, Cartage & Storage	565.98	
Other Miscellaneous Expense	63.84	$ 15,986.85
Current Repairs		41.00
Unclassified:		
Compen.Claims,Awards,Medical	$ 6,111.39	
Depreciation	1,892.70	$ 8,004.09
Rent - Land & Bldgs. - Dept.		20,120.36
Purchase & Stores Account		3,276.56
		$ 221,499.61
TOTAL COST OF OPERATION OF PLANT & EQUIPMENT		$ 1,107,316.45

Schedule #70

Operation of Plant & Equipment
Distribution to Using Divisions

Division:	Expenditures to Dec. 31,1944
Administration	$ 4,781.14
Purchase & Stores	1,111.86
Laboratory	6,554.65
Construction General	81.16
Construction Roads (Engr. & Inspection)	15,298.81
" Bridges " " "	3,230.97
Survey & Plans	42,227.86
H'way Planning Bureau (Federal Project)	1,994.01
Right of Way	9,117.46
Legal	140.34
Projects	20,781.18
Electrical	15,700.63
Maintenance	985,738.17
Cleaning Reservoirs	436.00
Buildings & Grounds	122.21
	$ 1,107,316.45

Operation of Buildings & Grounds

	Expenditures to Dec.31, 1944	
148 West State Street		
Personal Service:		
Other Officers & Employees	$	$ 3,185.15
Materials & Supplies:		
Heat, Light & Power	$ 840.40	
Road Constr. & Maintenance Supplies & Materials	101.24	
Tools	1.56	$ 943.20
Services Other Than Personal:		
Rents-Land & Buildings	$ 3,600.00	
Other Miscellaneous Expense	.08	$ 3,600.08
		$ 7,728.43
Fernwood		
Personal Service:		
Other Officers & Employees	$ 24,225.33	
Wages, Labor	52.96	$ 24,278.29
Materials & Supplies:		
Heat, Light & Power	$ 5,876.37	
Road Constr.,& Maintenance Supplies & Materials	564.58	
Tools	8.90	$ 6,449.85
Services Other Than Personal:		
Other Miscellaneous Expense	$ 293.32	
Rent of Equip. from Equip. Div.	73.85	$ 367.17
		$ 31,095.31
Newark		
Personal Service:		
Other Officers & Employees	$	$ 1,936.76
Materials & Supplies:		
Heat, Light & Power	$ 4,177.12	
Road Construction & Maintenance Supplies & Materials	209.55	
Tools	10.12	$ 4,396.79
Services Other Than Personal:		
Rents - Land & Buildings	$ 1.00	
Rent of Equip. from Equip. Div.	7.96	$ 8.96
		$ 6,342.51
Vineland		
Personal Service:		
Wages, Labor	$	$ 40.85
Materials & Supplies:		
Heat, Light & Power	$ 1,111.96	
Stationery & Office Supplies	6.00	
Road Construction & Maintenance Supplies & Materials	4.24	$ 1,122.20
Services Other Than Personal:		
Rent of Equipment from Equip. Div.	$	$ 21.20
Current Repairs		276.17
		$ 1,460.42
Dover		
Personal Service:		
Wages, Labor	$	$ 105.38
Materials & Supplies:		
Heat, Light & Power	643.18	
Road Const.,&Maint.,Supplies & Mat.	22.27	$ 665.45
Services Other Than Personal:		
Rent of Equip. from Equip. Div.	$	$ 19.20
		$ 790.03
TOTAL OPERATION OF BUILD[illegible] & GROUNDS		$ 47,416.70

Operation of Buildings and Grounds
Distribution to Using Divisions

Division:	Expenditures to Dec. 31,1944
Survey & Plans	$ 2,235.50
Road Construction - Engineering & Inspection	2,445.28
H'way Planning Bureau - St. Wide H'way Planning Survey	1,418.59
H'way Planning Bureau - General	1,162.41
Administration	1,097.53
Laboratory	2,521.90
Purchase & Stores	3,109.53
Garage Overhead	20,120.36
Maintenance	7,194.20
" - Compensation & Medical	683.72
Electrical	5,427.68
	$ 47,416.70

Schedule #73

Operation of Purchase & Stores

	Expenditures to Dec. 31, 1944	
Personal Service:		
Other Officers & Employees	$ 18,704.90	
Wages, Labor	4,888.19	
		$ 23,593.09
Materials & Supplies:		
Stationery & Office Supplies	$ 113.79	
Gasoline, Oil & Grease	127.00	
Parts	.67	
Road Construction & Maintenance Supplies & Materials	13.32 *	
Tools	12.50 *	
		$ 215.64
Services Other Than Personal:		
Traveling Expense	$ 205.08	
Insurance (All Classes)	1,805.97	
Telephone & Telegraph	403.37	
Freight, Cartage & Storage	121.70	
State Purchase Fund	1,536.28	
		$ 4,072.40
Rent of Land & Bldgs.-Dept.		3,109.53
Rent of Equipment - Dept.		1,111.86
		$ 32,102.52

Distribution to Using Divisions

Purchase & Stores Division:	
Administration	$ 323.54
Roads Construction	164.17
Oper. Garage Overhead	3,012.69
Laboratory	109.61
Projects	19.41
Right of Way	.56
Maintenance	12,445.84
Electrical	2,250.99
Survey & Plans	251.58
Oper. of Autos	3,173.72
" " Trucks	5,593.13
" " Equipment	4,493.41
Maintenance & Betterment	263.87
	$ 32,102.52

* Credit.

Schedule #74

War Adjustments
Jan. 1 to Dec. 31, 1944

In Accordance with Chapter 124 & 125, P. L. 1943

Division	War Adjustment
General Administration	$ 5,107.08
Highway Planning (General)	179.56
Construction Division	30,733.20
Projects Division	8,186.15
Right of Way Division	5,494.13
Legal Division	92.25
Laboratory	4,690.16
State-Wide Highway Planning (Fed. Project)	1,812.77
Operation of Plant & Equipment	19,622.27
" " Bldgs. & Grounds	938.59
" " Purchase & Stores	669.60
Sub-total	$ 77,525.76
Maintenance Division	117,695.60
Electrical Division	23,910.37
TOTAL-	$ 219,131.73

Schedule #75

State of New Jersey
Statement of Assets and Liabilities
As of Dec. 31, 1944

- Federal Aid Special Allotments -

ASSETS		LIABILITIES	
		Federal W.P.G. Grade Crossing Fund	
Cash	$ 0	Balance of Federal Aid not Contracted for	$ 19,050.80
Federal Aid Allotment	19,050.80		
TOTAL	$ 19,050.80	TOTAL	$ 19,050.80
		Federal Elimination of Hazards and Railroad Crossings Fund	
Cash	$ 14,845.69*	Road Contracts	$ 10,707.32
Federal Aid Allotment	1,148,700.09	Bridge "	19,778.98
" " Certified	115,797.89	Highway Planning Survey	21,938.79
		Post War County Planning	36,701.86
		Amt. Advanced - To be returned Central R. R. Co.	9,692.14
		Balance of Federal Aid not Contracted for	1,150,833.20
TOTAL	$ 1,249,652.29	TOTAL	$ 1,249,652.29
		Federal Secondary & Feeder Roads Funds	
Cash	$ 3,122.13	Highway Planning Survey	$ 15,369.68
Federal Aid Allotment	528,351.89	Road Contracts	32,274.61
" " Certified	66,768.59	Post War County Planning	22,783.91
		Balance of Federal Aid not Contracted for	527,814.41
TOTAL	$ 598,242.61	TOTAL	$ 598,242.61
		Federal Defense Access Highway Fund	
Cash	$ 120,182.67	Road Contracts	$ 479,517.10
Federal Aid Allotment	203,896.53	Road Construction by Maintenance	28,612.71
" " Certified	791,854.51	Bridge Contracts	67,100.31
		Purchase of Right of Way	59,230.83
		Amt. due Acct. #R 8 F Maint. Div. for work performed	75,072.76
		Advance from U. S. Government (Trust Acct.)	400,000.00
		Balance of Federal Aid not Contracted for	6,400.00
TOTAL	$ 1,115,933.71	TOTAL	$ 1,115,933.71
		Federal Strategic Highway Fund	
Cash	$ 12,188.71*	Purchase of Right of Way	$ 20,000.00
Federal Aid Allotment	8,844.26	Balance of Federal Aid not Contracted for	14,038.05
" " Certified	37,382.50		
TOTAL	$ 34,038.05	TOTAL	$ 34,038.05
		Federal Special Aid Allotments	
Federal Aid Allot. for Advance Engr. Studies on Rt. #100	$ 113,185.60	Federal Aid Allot. for Advance Engr. Studies on Rt. #100	$ 113,185.60

* Deficit awaiting reimbursement from U. S. Government.

Schedule #76

100% Federal Aid Program for Elimination of Hazards at Railroad Grade Crossings

- Projects Contracted for Previous to 1944 -

F. A. Project #	Local Name	County	Contract Bal.Owing Jan.1,1944 $	Contingencies Jan.1,1944 $	T o t a l $	Adjustment of Contingencies O n $	Adjustment of Contingencies O f f $	T o t a l $	Expenditures to Dec.31,1944 $	Balance of Commitments Dec.31,1944 $	% of Completion 12/31/44	Date of Commencement	Date of Completion
FAGS 27A	Central R.R. & West Ave., Sewaren (Rd. Items)	Middle.	4,047.40	8,005.67	12,053.07	0	10,987.67	1,065.40	1,065.40	0	100	4-6-41	10-8-42
" "	Ditto Above (Br.Items)	"	0	17,596.14	17,596.14	0	17,596.14	0	0	0	100	4-22-41	1-8-42
" "	West.Union Tel.Co.at West Ave.,Sewaren (Force A/c)	"	1,282.51	0	1,282.51	0	871.01	411.50	411.50	0	-	-	-
" "	Central R.R. of N.J. at Sewaren (Force A/c)	"	440.91	0	440.91	149.50	0	590.41	590.41	0	-	-	-
FAGM 30	DL&W Gr.Cross. at Danforth (Road Items)	Morris	0	2,533.86	2,533.86	0	2,533.86	0	0	0	100	5-1-41	5-4-42
" "	Ditto Above (Br.Items)	"	0	6,111.66	6,111.66	0	6,111.66	0	0	0	100	5-14-41	12-4-41
" "	DL&WRR Co. (Force A/c)	"	1,685.63	0	1,685.63	.71	0	1,686.34	1,686.34	0	-	-	-
" "	Western Union Tel. Co. (Force A/c)	"	370.12	0	370.12	0	225.85	144.27	144.27	0	-	-	-
FAGM 31	DL&WRR Co. at Riverview Drive,Totowa Boro(Rd.Item)	Passaic	0	7,465.85	7,465.85	0	0	7,465.85	0	7,465.85	100	8-14-41	10-6-42
" "	Ditto Above (Bridge Item)	"	0	14,527.70	14,527.70	0	0	14,527.70	0	14,527.70	100	8-14-41	9-17-42
" "	DL&WRR Co. (Force A/c)	"	829.48	0	829.48	0	0	829.48	0	829.48	-	-	-
" "	West.UnionTel.Co.(ForceA/c)	"	392.59	0	392.59	0	0	392.59	0	392.59	-	-	-
FAGS 49A	PRR Bridge East ofBordentown	Burl.	0	4,628.25	4,628.25	0	0	4,628.25	0	4,628.25	100	6-22-42	6-13-43
" "	PRR Co. (Force A/c)	"	2,642.43	0	2,642.43	0	0	2,642.43	0	2,642.43	-	-	-
FAGM 144	NYS & WRR at Fairview(Rd.Item)	Bergen	21.46	3,910.43	3,931.89	0	3,931.89	0	0	0	100	8-4-41	8-11-42
" "	Ditto Above (Bridge Item)	"	0	5,994.49	5,994.49	0	5,994.49	0	0	0	100	8-4-41	8-22-42
" "	NYS & WRR (Force A/c)	"	90.73	0	90.73	0	27.15	63.58	63.58	0	-	-	-
	Engr.&Inspec.Charges Paid by Counties & Federal Government												
FAGM 30			0	0	0	3,517.59	0	3,517.59	3,517.59 *	0	-	-	-
FAGS 27A			0	0	0	9,050.02	0	9,050.02	9,050.02 *	0	-	-	-
FAGM 114			0	0	0	3,853.60	0	3,853.60	3,853.60 *	0	-	-	-
	TOTAL PROJECTS PREVIOUS TO 1944		$ 11,803.26	$ 70,774.05	$82,577.31	$ 16,571.42	$ 48,279.72	$50,869.01	$ 20,382.71	$ 30,486.30			
	1 9 4 4 PROJECTS												
	**State Wide Planning Fed. Proj.		$ 21,938.79	$ 0	$21,938.79	$ 0	$ 0	$21,938.79	$ 0	$ 21,938.79**			
	Post War County Survey		36,701.86	0	36,701.86	0	0	36,701.86	0	36,701.86			
	TOTAL 1944 PROJECTS		$ 58,640.65	$ 0	$58,640.65	$ 0	$ 0	$58,640.65	$ 0	$ 58,640.65			
	GRANT TOTAL		$ 70,443.91	$ 70,774.05	$141,217.96	$16,571.42	$ 48,279.72	$109,509.66	$ 20,382.71	$ 89,126.95			

* Funds Received from the Government for Survey and Engineering Charges are transferred to Miscellaneous Receipts.
Amount Received Jan. 1 to Dec. 31, - $16,421.21.

** Transferred to Statement for State Wide Survey Planning (Federal Project) Schedule #

Balance of Federal Aid Program For Elimination of Hazards and Railroad Grade Crossings as of Dec. 31, 1944

F. A. Project	Local Name	County	Amount
F.A.G.M. 28-A (1)	Howe Lane, Penn. R.R.	Middlesex	$ 180,320.00
" 32 (1)	Penn Reading Seashore Lines at Red Bank Ave., Woodbury	Gloucester	59,425.00
Total -			$ 239,745.00
Balance of Allotment Unobligated -			908,955.09
TOTAL FEDERAL AID FUNDS ON PROGRAM, DEC. 31, 1944 -			$ 1,148,700.09

It is understood that only those projects of Military necessity will be contracted for.

Expenditures and Commitments
Secondary and Feeder Roads
Federal Aid (50%)
Projects Contracted for Previous to 1944

Proj. No.	Name of Road	County	Type	Contract Bal. Owing Jan. 1, 1944	Contingencies Jan. 1, 1944	Total	Adjustments		Total	Expenditures to Dec. 31, 1944	Balance of Commitments Dec. 31, 1944	% of Completion 12/31/44	Date of Commencement	Date of Completion
							On	Off						
FAS 14B(1)	Stockton-Flemington	Hunt'n.	Bit.C.	$ 0	$ 4,243.34	$ 4,243.34	$ 0	$ 4,243.34	$ 0	$ 0	$ 0	100	12-21-40	9-23-41
" 18A(1)	Pittstown-JutlandRd., Sec.2	"	Hot P.	3,651.19	2,052.64	5,703.83	0	0	5,703.83	0	5,703.83	100	10-21-40	9-23-41
" 23A(2)	Cuthbert Rd. Ext.	Camden	Rein.C.	0	6,570.78	6,570.78	0	0	6,570.78	0	6,570.78	100	8-25-41	12-1-41
" 40A	Old York Road	Burl.	Gravel	0	2,178.94	2,178.94	0	2,178.94	0	0	0	100	8-18-41	7-31-42
" 42A	Lambertville-Baptistown	Hunt'n.	7"P.M.	0	9,778.92	9,778.92	0	9,778.92	0	0	0	100	7-1-41	12-31-41
" 43A	Bruns.Pk.Rd., Sec.1	"	7" C.	0	10,600.10	10,600.10	0	10,600.10	0	0	0	100	8-19-41	12-31-41
" 48A	Kingwood-Byram Rd.	"	Macadam	0	4,813.37	4,813.37	0	4,813.37	0	0	0	100	4-8-42	11-14-42
" 50A, 51A, 52A	3 Bridges	Salem	Rein.C.	0	3,814.01	3,814.01	0	3,814.01	0	0	0	100	5-20-41	10-31-42
" 55, 56, 57, 58 & 59A	Constr. of 5 Bridges	Burl.	" "	0	3,336.90	3,336.90	0	3,336.90	0	0	0	100	6-30-41	4-17-42
FAS 61A	Plan.Studies at Ft. Dix	"	Survey	13,205.00	0	13,205.00	10,076.04	91.09	23,189.95	23,189.95*	0	-	-	-
" 64A	" " " CapeMay	C.May	"	7,100.00	0	7,100.00	0	17.51	7,082.49	7,082.49	0	-	-	-
" 65A	" " " " "	" "	"	7,500.00	0	7,500.00	0	2,643.76	4,856.24	4,856.24	0	-	-	-
" 67A	Rt. 6, Denville-Picatinny Arsenal	Morris	"	20,000.00	0	20,000.00	0	0	20,000.00	0	20,000.00	-	-	-
" 71A(1)	Bayonne Naval Dry Dock & Supply Base	Hudson	"	5,000.00	0	5,000.00	0	1,216.07	3,783.93	3,783.93*	0	-	-	-
" 72A(1)	AccessRd. to Port Newark	Essex	"	10,000.00	0	10,000.00	0	0	10,000.00	10,000.00*	0	-	-	-
" 73	Access Rd. to Camp Kilmer	Middle.	"	3,000.00	0	3,000.00	0	1,482.34	1,517.66	1,517.66*	0	-	-	-
" 75	AccessRd. to Motor Reception Park	"	"	3,000.00	0	3,000.00	0	1,789.76	1,210.24	1,210.24*	0	-	-	-
" 76	Access Rd. to U.S. Coast Guard Sta. at Seaside Park to Long Beach	"	"	3,000.00	0	3,000.00	0	1,750.29	1,249.71	1,249.71*	0	-	-	-
	Engr. & Insp. Charges Paid by Counties & Federal Government													
FAS 14B	Stockton-Flemington, Sec.2			0	0	0	1,594.98	0	1,594.98	1,594.98*	0	-	-	-
" 40A	Old York Road			0	0	0	1,062.05	0	1,062.05	1,062.05*	0	-	-	-
" 42A	Lambertville-Baptistown			0	0	0	1,855.17	0	1,855.17	1,855.17*	0	-	-	-
" 43A	Mercer Co. Line, Toward Lambertville			0	0	0	1,438.45	0	1,438.45	1,438.45*	0	-	-	-
" 48A(1)	Kingwood-Byram Rd.			0	0	0	1,856.24	0	1,856.24	1,856.24*	0	-	-	-
" 50, 51, 52	Const. of 3 Bridges			0	0	0	2,031.30	0	2,031.30	2,031.30*	0	-	-	-
" 55, 56, 57, 58, 59	Const. of 5 Bridges			0	0	0	5,380.20	0	5,380.20	5,380.20*	0	-	-	-
	TOTAL PROJECTS PREVIOUS TO 1944			$ 75,456.19	$47,389.00	$ 122,845.19	$25,294.43	$47,756.40	$100,383.22	$68,108.61	$ 32,274.61			
	- 1944 PROJECTS -													
	**State Wide Planning Survey			$ 15,369.68	$ 0	$ 15,369.68	$ 0	$ 0	$ 15,369.68	$ 0	$ 15,369.68			
	Post War County Projects Survey			22,783.91	0	22,783.91	0	0	22,783.91	0	22,783.91			
	TOTAL PROJECTS			$ 113,609.78	$47,389.00	$ 160,998.78	$25,294.43	$47,756.40	$138,536.81	$68,108.61	$ 70,428.20			

* Funds Received from the Government for Survey and Engineering Charges are transferred to Miscellaneous Receipts. Amount Received Jan. 1 to Dec. 31, $56,169.88.

** Transferred to Statement for State Wide Survey Planning. (Federal Project) Schedule #79

Schedule #79

Highway Planning Bureau
State-Wide Highway Planning Survey
Federal Project

	Expenditures to Dec. 31,1944	
Salaries	$ 37,069.34	
Traveling Expense	212.05	
Telephone & Telegraph	265.55	
Postage	42.67	
Stationery & Office Supplies	312.48	
Sale of Maps	973.81*	
Blue Prints	1,267.68	
Tabulator Rental	3,473.11	
Buildings & Grounds	1,418.59	
Miscellaneous	35.59	
Department Auto & Truck Use	1,994.01	
Current Repairs	51.05	
TOTAL-		$ 45,168.31

Charge to Federal Aid Funds
Distribution

Secondary & Feeder Roads	$ 2,975.00	
State and Federal (Matched Money)	42,193.31	
		$ 45,168.31

* Credit.

Schedule #80

Federal Strategic Highway Fund
Construction of Roads - Bridges & Purchase of Right of Way

Rt.	Sec.	Local Name	Contract Balance Jan.1,1944	Contingencies Jan.1,1944	Total	Adjustment of Contingencies		Expenditures to Dec. 31,1944	Balance of Commitments Dec.31,1944	% of Completion 12-31-44	Date of Commencement	Date of Completion
						On	Off					
25	32B&34A	Grade Separation at Port Newark - Fed. Share 75% State 25%										
		Roadway Construction	$ 142,655.21	$ 24,481.85	$ 167,137.06	$ 0	$ 374.88	$ 166,762.18	$ 0	100	9-23-43	6-20-44
		Bridge Construction	13,283.96	4,371.60	17,655.56	0	4,818.91	12,836.65	0	100	9-27-43	5-10-44
		Purchase of Right of Way	20,000.00	0	20,000.00	0	0	0	20,000.00	-	-	-
		TOTAL FOR PROJECTS	$ 175,939.17	$ 28,853.45	$ 204,792.62	$ 0	$ 5,193.79	$ 179,598.83	$ 20,000.00			
		Survey Trans. Studies	2,806.05	0	2,806.05	0	1,728.29(A) 1,077.76(B)	0	0	-	-	-
		TOTAL -	$ 178,745.22	$ 28,853.45	$ 207,598.67	$ 0	$ 7,999.84	$ 179,598.83	$ 20,000.00			

(A) - State's Share of Balance transferred to State & Federal (Matched Money).

(B) - Federal Share Transferred to Balance of Appropriation.

100% Federal Defense Access Highway Fund
Projects Contracted for Previous to 1944

Proj. #	Local Name	Length in Miles	County	Contract Bal. Owing Jan.1,1944	Contingencies Jan.1,1944	Total	Adjustment of Contingencies		Total	Expenditures to Dec.31, 1944	Balance of Commitments Dec.31,1944	% Completion 12/31/44	Date of Commencement	Date of Completion
							On	Off						
DA-NC-9	Access Rd.-HigbeeLand.Rd.	.325	Cape May	$ 456.65	$ 725.29	$ 1,181.94	$ 0	$ 0	$ 1,181.94	$ 1,146.74	$ 35.20	100	11-1-43	12-29-43
	Purchase of R/W	-	" "	200.00	0	200.00	0	0	200.00	0	200.00	-	-	-
	TOTAL FOR PROJECT			$ 656.65	$ 725.29	$ 1,381.94	$ 0	$ 0	$ 1,381.94	$ 1,146.74	$ 235.20			
DA-NI-4	Access Rd.,N.Y.ShipbuildingCorp.,Fairview&MorganBlvd.													
	Roadway Construction	.785	Camden	$ 0	$22,878.10	$ 22,878.10	$ 0	$22,878.10	$ 0	$ 0	$ 0	100	9-11-42	1-4-43
	Engr.&Insp.Costs Pd. by Federal Government	-	-	0	0	0	8,795.02	0	8,795.02	8,795.02(A)	0	100	-	-
	Bal. of Allot. Cancelled	-	-	0	0	0	14,083.08	0	0	0	0	-	-	-
	TOTAL FOR PROJECT			$ 0	$22,878.10	$ 22,878.10	$22,878.10	$22,878.10	$ 8,795.02	$ 8,795.02	$ 0			
DA-NI-6B(1)	Access Rd.to Port Newark	.819	Essex	$ 0	$12,246.76	$ 12,246.76	$ 0	$ 0	$ 12,246.76	$ 0	$12,246.76	100	2-1-43	7-1-43
	Bridge over P.R.R.&C.R.C.	-	"	0	12,499.75	12,499.75	0	0	12,499.75	0	12,499.75	100	3-1-43	6-23-43
	Force A/c Centr.R.R.ofN.J.	-	"	735.51	0	735.51	0	0	735.51	0	735.51	-	-	-
	" " P.R.R. Co.	-	"	500.00	0	500.00	0	0	500.00	0	500.00	-	-	-
	" " WesternUn.Tel.Co.	-	"	1,454.48	0	1,454.48	0	0	1,454.48	0	1,454.48	-	-	-
	Purchase of Right of Way	-	"	15,000.00	0	15,000.00	0	0	15,000.00	0	15,000.00	-	-	-
	TOTAL FOR PROJECT			$17,689.99	$24,746.51	$ 42,436.50	$ 0	$ 0	$ 42,436.50	$ 0	$42,436.50			
DA-NR-2	Access Rd. to Naval Supply Depot at Bayonne													
	Roadway Const.,Bit.Conc.	.497	Hudson	$53,582.80	$21,181.04	$ 74,763.84	$ 0	$ 0	$ 74,763.84	$ 15,968.04	$58,795.80	100	6-2-42	5-4-43
	Bridge "	-	"	23,292.71	2,003.42(D)	21,289.29	0	0	21,289.29	24,142.79	2,853.50(D)	100	6-12-42	3-24-43
	Force A/c Lehigh Val.R.R.	-	"	32.77(D)	0	32.77(D)	0	0	32.77(D)	0	32.77(D)	100	-	-
	" " Centr.R.R.ofN.J.	-	"	762.18	0	762.18	0	0	762.18	0	762.18	100	-	-
	" " Std.Oil Co." "	-	"	1,220.51	0	1,220.51	0	0	1,220.51	0	1,220.51	100	-	-
	Purchase of Right of Way	-	"	10,000.00	0	10,000.00	0	0	10,000.00	0	10,000.00	-	-	-
	TOTAL FOR PROJECT			$88,825.43	$19,177.62	$108,003.05	$ 0	$ 0	$108,003.05	$ 40,110.83	$67,892.22			
DA-NR-3	Access Rd. to Lakehurst Naval Air Sta.,Br.Const.,Manapoqua	-	Ocean	$ 401.49	$ 0	$ 401.49	$ 0	$ 94.23	$ 307.26	$ 94.23**	$ 401.49	100	6-23-42	7-1-42
DA-NR-5	Access Rd.,Ave."E",E. 40th St. to E.52nd St.,Bayonne													
	Roadway Construction	.572	Hudson	$ 0	$ 7,028.27	$ 7,028.27	$ 0	$ 7,028.27	$ 0	$ 0	$ 0	100	11-9-42	5-6-43
	Preliminary Engineering	-	"	3,000.00	0	3,000.00	0	1,076.71	1,923.29	1,923.29(A)	0	100	-	-
	Engr.&Insp.Cost Pd. by Federal Government			0	0	0	3,858.61	0	3,858.61	3,858.61(A)	0	-	-	-
	Balance of Allot.Cancelled	-		0	0	0	4,246.37	0	0	0	0	-	-	-
	TOTAL FOR PROJECT			$ 3,000.00	$ 7,028.27	$ 10,028.27	$ 8,104.98	$ 8,104.98	$ 5,781.90	$ 5,781.90	$ 0			
DA-NR-7	Access Rd.,IslandBeach,Forked River Coast Guard Sta. to Seaside Park	8.403	Ocean	$ 1,229.04	$ 5,545.74	$ 6,774.78	$ 0	$ 0	$ 6,774.78	$ 0	$ 6,774.78	100	1-18-43	7-30-43
DA-WI-13	AccessRd.,PassaicAve.,Highlands Ave.,Wright Aero. Corp.	.236	Bergen	$20,211.20	$ 2,018.80	$ 22,230.00	$ 0	$ 0	$ 22,230.00	$ 20,750.10	$ 1,479.90	100	12-1-43	7-6-44
	Preliminary Engr.	-	"	1,500.00	0	1,500.00	0	0	1,500.00	0	1,500.00	-	-	-
	Purchase of Right of Way	-	"	700.00	0	700.00	0	0	700.00	0	700.00			
	TOTAL FOR PROJECT			$22,411.20	$ 2,018.80	$ 24,430.00	$ 0	$ 0	$ 24,430.00	$ 20,750.10	$ 3,679.90			

Schedule #82

100% Federal Defense Access Highway Fund
Projects Contracted for Previous to 1944

Proj. #	Local Name	Length in Miles	County	Contract Bal. Owing Jan.1,1944	Contingencies Jan.1,1944	Total	Adjustment of Contingencies		Total	Expenditures to Dec.31,1944	Balance of Commitments Dec.31,1944	% of Completion 12/31/44	Date of Commencement	Date of Completion
							On	Off						
DA-WR-1(1)	Ft. Dix Access Rd., Sec. 2 from Rt. 39, Mansfield Sq. to Georgetown													
	Roadway Constr., Pl.Conc.	3.515	Burl.	$ 34,551.32	$85,472.01	$120,023.33	$ 0	$ 0	$120,023.33	$ 9,170.50	$110,852.83	100	8-7-42	12-10-43
	Purch. of Right of Way	-	"	10,248.75	0	10,248.75	0	0	10,248.75	7,705.92	2,542.83	-	-	-
	TOTAL FOR PROJECT			$ 44,800.07	$85,472.01	$130,272.08	$ 0	$ 0	$130,272.08	$ 16,876.42	$113,395.66			
DA-WR-13(1)	Ft. Dix Access Rd., Sec. 1 Georgetown to Pemberton-Wrightstown at Fort Dix													
	Roadway Construction, Pl.Conc.	4.488	Burl.	$185,968.97	$82,158.22	$268,127.19	$ 0	$ 0	$268,127.19	$177,703.73	$ 90,423.46	100	9-29-42	7-20-44
	Bridge Constr. PRR-3 span	-	"	10,914.65	9,715.38	20,630.03	0	0	20,630.03	13,350.57	7,279.46	100	1-4-43	12-1-43
	" " Force A/c	-	"	1,906.90	0	1,906.90	0	0	1,906.90	402.86	1,504.04	-	-	-
	Purchase of Right of Way	-	"	11,908.00	0	11,908.00	0	0	11,908.00	0	11,908.00	-	-	-
	TOTAL FOR PROJECT			$210,698.52	$91,873.60	$302,572.12	$ 0	$ 0	$302,572.12	$191,457.16	$111,114.96			
DA-WR-2	Access Rd., to Picatinny Arsenal Rd., Sec. 3 & 4A													
	Roadway Constr., Pl.Conc.	1.199	Morris	$ 81,235.80	$48,630.90	$129,866.70	$ 0	$ 0	$129,866.70	$ 94,003.98	$ 35,862.72	100	6-24-42	6-29-44
	Bridge " " "	-	"	27,950.15	28,884.12	56,834.27	0	0	56,834.27	27,950.15	28,884.12	100	7-7-42	8-11-43
	Force A/c-Boro of Wharton Water Dept.	-	"	1,887.60	0	1,887.60	0	0	1,887.60	1,992.46	104.86(D)	-	-	-
	Force A/c-Mt. Hope Mineral R.R. Co.	-	"	99.73	0	99.73	0	0	99.73	0	99.73	-	-	-
	Force A/c-Wharton & Northern R.R. Co.	-	"	66.93	0	66.93	0	0	66.93	0	66.93	-	-	-
	Purchase of Right of Way, Sec.3	-	"	7,695.00	0	7,695.00	0	0	7,695.00	0	7,695.00	-	-	-
	Purchase of Right of Way, Sec.4A	-	"	9,665.00	0	9,665.00	0	0	9,665.00	0	9,665.00	-	-	-
	TOTAL FOR PROJECT			$128,600.21	$77,515.02	$206,115.23	$ 0	$ 0	$206,115.23	$123,946.59	$ 82,168.64			
DA-WR-5	Access Rd. to Camp Kilmer	.723	Middle.	$ 427.76(D	$ 8,000.67	$ 7,572.91	$ 0	$ 0	$ 7,572.91	$ 0	$ 7,572.91	100	11-26-42	6-25-43
DA-WR-6	Access Rd. to Motor Reception Park, Carteret Boro & Woodbridge Twp.	1.38	"	$ 1,648.84	$ 979.95**	$ 668.89	$ 0	$ 0	$ 668.89	$ 18.44	$ 650.45	100	11-26-42	12-15-43
DA-WR-7	Access Rd. to Camp Evans	-	Monmouth	$ 8,414.14	$ 5,960.25	$ 14,374.39	$ 0	$ 0	$ 14,374.39	$ 0	$ 14,374.39	100	3-25-43	10-13-43
DA-WR-9	Access Rd. Pemberton to Ft. Dix	.165	Burl.	$ 11,459.17	$ 362.23**	$ 11,096.94	$ 0	$ 0	$ 11,096.94	$ 11,268.83	$ 171.89(D)	100	9-20-43	5-17-44
DA-WR-10,11,12	Access Rd. to Ft. Monmouth, Camp Woods & Camp Coles	3.635	Monmouth	$ 44,047.59	$ 2,424.07	$ 46,471.66	$ 0	$ 0	$ 46,471.66	$ 42,121.76	$ 4,349.90	100	8-20-43	1-25-44
	Preliminary Engineering	-	"	1,232.00	0	1,232.00	0	0	1,232.00	0	1,232.00	-	-	-
	TOTAL FOR PROJECT			$ 45,279.59	$ 2,424.07	$ 47,703.66	$ 0	$ 0	$ 47,703.66	$ 42,121.76	$ 5,581.90			
DA-WR-14	Access Rd. to Camp Shanks from Madison Ave., Creskill to N. Y. State Line	5.481	Bergen	$ 10,031.53	$ 2,464.90	$ 12,496.43	$ 0	$ 0	$ 12,496.43	$ 8,819.15	$ 3,677.28	100	11-8-43	6-10-44
	Preliminary Engineering	-	"	400.00	0	400.00	0	0	400.00	0	400.00			
	TOTAL FOR PROJECT			$ 10,431.53	$ 2,464.90	$ 12,896.43	$ 0	$ 0	$ 12,896.43	$ 8,819.15	$ 4,077.28			

100% Federal Defense Access Highway Fund
Projects Contracted For Previous to 1944

Proj. No.	Local Name	Length in Miles	County	Contract Bal. Owing Jan.1,1944	Contingencies Jan.1,1944	Total	Adjustment of Contingencies		Total	Expenditures to Dec.31,1944	Balance of Commitments Dec.31,1944	% Completion 12/31/44	Date of Commencement	Date of Completion
							On	Off						
	Bayonne Access Rd.	-	-	$ 0	$ 0	$ 0	$ 0	$ 233.33	$ 233.33**	$ 233.33**	$ 0	-	-	-
	TOTAL, PROJECTS PREVIOUS TO 1944			$595,118.11	$354,488.67	$949,606.78	$30,983.08	$31,310.64	$930,949.77	$470,765.38	$460,184.39			
	- 1944 PROJECTS -													
DA-NC-9	Access Rd. Higbee Landing Rd., Addtl. Author. for Preliminary Engineering	-	CapeMay	$ 700.00	$ 0	$ 700.00	$ 0	$ 0	$ 700.00	$ 0	$ 700.00	-	-	-
DA-NC-11	Closure Rds. at Naval Ammunition Depot	1.931	Monmouth	$ 44,139.48	$ 4,400.52	$ 48,540.00	$ 0	$ 0	$ 48,540.00	$ 0	$ 48,500.00	29	11-13-44	7-1-45*
	Preliminary Engr.	-	"	3,000.00	0	3,000.00	0	0	3,000.00	0	3,000.00	-	-	-
	Purchase of R/W	-	"	1,300.00	0	1,300.00	0	0	1,300.00	0	1,300.00			
	TOTAL FOR PROJECT			$ 48,439.48	$ 4,400.52	$ 52,840.00	$ 0	$ 0	$ 52,840.00	$ 0	$ 52,840.00			
DA-NR-10	Access Rd. to Little Egg Coast Guard Station													
	Roadway Constr.	4.818	Ocean	$ 19,399.04	$ 1,939.00	$ 21,338.04	$ 0.	$ 0	$ 21,338.04	$ 17,459.14	$ 3,878.90	100	6-1-44	11-6-44
	Bridge Constr.	-	"	76,742.98	7,663.98	84,406.96	0	0	84,406.96	71,603.93	12,803.03	100	4-28-44	11-6-44
	Preliminary Engr.	-	"	2,000.00	0	2,000.00	0	0	2,000.00	0	2,000.00			
	TOTAL FOR PROJECT			$ 98,142.02	$ 9,602.98	$107,745.00	$ 0	$ 0	$107,745.00	$ 89,063.07	$ 18,681.93			
DA-NR-12	Rt. 4, Sec.1,2 & 3 & Rt.34, Sec.1 & 2 - Repair of St.Rts.4&34	13.422	Mon. & Middle.	$ 83,504.33	$ 3,495.67	$ 87,000.00	$ 0	$ 0	$ 87,000.00	$ 75,369.87	$ 11,630.13	70	4-1-44	5-1-45*
DA-NR-13	Access Rd. to Lake Denmark, Naval Ammunition Depot	0.550	Morris	$ 20,142.30	$ 2,007.70	$ 22,150.00	$ 0	$ 0	$ 22,150.00	$ 0	$ 22,150.00	6	11-17-44	6-15-45*
	Preliminary Engineering	-	"	600.00	0	600.00	0	0	600.00	0	600.00	-	-	-
	TOTAL FOR PROJECT			$ 20,742.30	$ 2,007.70	$ 22,750.00	$ 0	$ 0	$ 22,750.00	$ 0	$ 22,750.00			
DA-WI-19	Constable Hook Access Rd.	1.281	Hudson	$ 47,620.80	$ 16,919.20	$ 64,540.00	$ 0	$ 0	$ 64,540.00	$ 18,781.92	$ 45,758.08	43	10-30-44	5-1-45*
	Force A/c LehighVal.R.R.	-	"	4,225.00	0	4,225.00	0	0	4,225.00	0	4,225.00	-	-	-
	" " Central R.R.of N.J.		"	4,054.49	0	4,054.49	0	0	4,054.49	0	4,054.49	-	-	-
	Preliminary Engineering	-	"	3,500.00	0	3,500.00	0	0	3,500.00	0	3,500.00			
	TOTAL FOR PROJECT			$ 59,400.29	$ 16,919.20	$ 76,319.49	$ 0	$ 0	$ 76,319.49	$ 18,781.92	$ 57,537.57			
DA-WR-16	Access Rd. to Highlands Military Reservation at Fort Hancock	.505	Monmouth	$ 10,055.10	$ 1,004.90	$ 11,060.00	$ 0	$ 0	$ 11,060.00	$ 9,512.25	$ 1,547.75	100	4-17-44	6-5-44
DA-WR-17	Access Rd. to U.S., A.S.F. Depot at Belle Meade													
	Roadway Constr.	.395	Somerset	$ 16,439.25	$ 1,640.75	$ 18,080.00	$ 0	$ 0	$ 18,080.00	$ 15,469.30	$ 2,610.70	100	5-4-44	7-7-44
	Prelim. Engr.	-	"	500.00	0	500.00	0	0	500.00	0	500.00	-	-	-
	Purchase of R/W	-	"	220.00	0	220.00	0	0	220.00	0	220.00	-	-	-
	TOTAL FOR PROJECT			$ 17,159.25	$ 1,640.75	$ 18,800.00	$ 0	$ 0	$ 18,800.00	$ 15,469.30	$ 3,330.70			

100% Federal Defense Access Highway Fund
Projects Contracted for Previous to 1944

- 1944 Projects -
(Contd.)

Proj. No.	Local Name	Length in Miles	County	Contract Bal. Owing Jan. 1, 1944	Contingencies Jan. 1, 1944	Total	Adjustment of Contingencies		Total	Expenditures to Dec. 31, 1944	Balance of Commitments Dec. 31, 1944	% Completion 12/31/44	Date of Commencement	Date of Completion
							On	Off						
DA-WR-18	Access Rd. to Caven Point Claremont Terminal, Chapel Ave. to Caven Rd.													
	Roadway Construction	.959	Hudson	$ 4,416.00	$ 434.00	$ 4,850.00	$ 0	$ 0	$ 4,850.00	$ 3,671.36	$ 1,178.64	100	8-7-44	10-19-44
	Bridge Construction	-	"	23,151.00	2,309.00	25,460.00	0	0	25,460.00	23,180.16	2,279.84	100	7-24-44	10-9-44
	Force A/c-Lehigh Valley R.R. Co.	-	"	1,800.00	0	1,800.00	0	0	1,800.00	0	1,800.00	-	-	-
	TOTAL FOR PROJECT			$ 29,367.00	$ 2,743.00	$ 32,110.00	$ 0	$ 0	$ 32,110.00	$ 26,851.52	$ 5,258.48			
	TOTAL FOR 1944 PROJECTS			$367,509.77	$ 41,814.72	$ 409,324.49	$ 0	$ 0	$ 409,324.49	$235,047.93	$174,276.56			
	TOTAL FOR PROJECTS PREVIOUS TO 1944			595,118.11	354,488.67	949,606.78	30,983.08	31,310.64	930,949.77	470,765.38	460,184.39			
	GRAND TOTAL			$962,627.88	$396,303.39	$1,358,931.27	$30,983.08	$31,310.64	$1,340,274.26	$705,813.31	$634,460.95			

(A) Engineering and Inspection fees paid by the Government Transferred to Miscellaneous Receipts - $14,576.92.

* Date of Completion estimated on number of working days specified in the Contract.

** Credit.

(D) Deficit.

Federal Defense Access Highway Fund
Balance of Program as of
Dec. 31, 1944

Project #	Local Name	County	Amount
DA-WR-20	Access Road to Camp Woods - Maxwell Avenue	Monmouth	$ 6,400.00

Schedule #86

Status of Regular Federal Aid Allotments

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1943	Allotment 1 9 4 4	Total Allotments	Amount Received 1 9 4 4	Allotment Balance Cancelled	Unpaid Balance Dec.31,1944
-	-	State Wide H'way Planning Project Exp.	PWI #1	$ 0	$ 32,286.53	$ 32,286.53	$ 0	$ 0	$ 32,286.53
-	-	Survey of Post War County Projects	PWS #1	0	58,514.23	58,514.23	0	0	58,514.23
-	-	State Planning	Planning #1	38,229.91	0	38,229.91	19,116.00	0	19,113.91
24	22	Bet.Washington & Phillipsburg	32A (4)	0	97,012.50	97,012.50	0	0	97,012.50
24N	1	In Phillipsburg	32E (1)	0	426,097.50	426,097.50	0	0	426,097.50
6	11	Troy Brook to Passaic River	88D (2)	22,705.00	0	22,705.00	17,720.74	4,984.26	0
S26	1B	Bet. Trenton & New Brunswick	95E (3)	36,311.00	0	36,311.00	1,033.50	35,277.50	0
25	4C	" Cranbury Tpk. & Raritan River Br.	95F (2)	30,643.00	0	30,643.00	0	30,643.00	0
25	5C	" Metuchen & New Brunswick	95H (3)	8,442.00	0	8,442.00	0	8,442.00	0
39	1C&2A	Bordentown-Fort Dix Rd. between Bordentown & Mansfield Square	100F (1)	131,849.00	0	131,849.00	45,860.00	0	85,989.00
S31	3	Branchville - Culvers Lake	101B	9,669.00	0	9,669.00	9,669.00	0	0
S31	4	" By-pass D.L.&W.R.R. Bridge	101C (2)	7,821.00	0	7,821.00	1,723.81	6,097.19	0
6	16	Part Broadway-Gloucester, bet. Brooklawn and Newton Creek	121A (2)	14,983.00	0	14,983.00	0	0	14,983.00
44	8	Bridgeport By-pass bet. Westville & Penns Grove	122E (1)	42,564.00	0	42,564.00	22,553.54	20,010.46	0
25	33A	Bet. Deans and Cranbury	123 C (2)	63,458.00	119,558.74	183,016.74	0	0	183,016.74
6	8A&8B	Bet. Valley Rd. & Lexinton Ave.,Clifton	131G (2)	93,945.56	0	93,945.56	93,788.68	156.88	0
6	9A	" Boro of Totowa and Clifton	131H (1)	53,757.00	0	53,757.00	0	0	53,757.00
4	42A	" Cheesequake & Browntown	181 C(1)	110,270.00	0	110,270.00	109,827.91	442.09	0
S41	-	" Kresson at County Line & Berlin on Rt. #43	183B(1)	28,452.00	0	28,452.00	5,893.22	22,558.78	0
S3	1 & 1D	Bet. Rt. #3 and Rt. #2	186A(1)	0	275,310.00	275,310.00	143,161.00	0	132,149.00
				$ 693,099.47	$1,008,779.50	$1,701,878.97	$ 470,347.40	$ 128,612.16	$ 1,102,919.41

Recapitulation of Regular Federal Aid Allotments

Amount of Unpaid Allotments Certified as of December 31, 1944	$ 1,102,919.41
Balance of Allotment	810,177.69
TOTAL -	$ 1,913,097.10

Status of Federal Aid Allotments for Advance Engineering Studies

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1943	Allotment 1 9 4 4	Total Allotments	Amount Received 1 9 4 4	Allotment Balance Cancelled	Unpaid Balance Dec.31,1944
100	-	Survey of Route #100	AE-FAP-184	$ 127,368.00	$ 0	$ 127,368.00	$ 14,182.40	$ 0	$ 113,185.60

Recapitulation of Federal Aid Allotment for Advance Engineering Studies

Amount of Unpaid Allotments Certified as of December 31, 1944	$ 113,185.60
Balance of Allotment	0
TOTAL -	$ 113,185.60

Status of Federal Aid Allotments for Hazards and Grade Crossing Federal Aid Fund

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec. 31, 1943	Allotment 1944	Total Allotments	Amount Received 1944	Allotment Balance Cancelled	Unpaid Balance Dec. 31, 1944
-	-	State Wide H'way. Planning Survey Project Expenses	PWI #1	$ 0	$ 21,938.79	$ 21,938.79	$ 0	$ 0	$ 21,938.79
-	-	Survey of Post War County Projects	PWS #1	0	36,701.86	36,701.86	0	0	36,701.86
-	-	Survey Planning - State Wide	Planning #1	11,298.00	0	11,298.00	1,704.76	0	9,593.24
-	-	Part of West Ave., Sewaren, Crossing of C.R.R. of N. J. in Twp. of Woodbridge	FAGS 27 A (1)	17,577.00	0	17,577.00	7,848.80	9,728.20	0
-	-	Part of Danforth Rd. bet. Morris Place and Park Ave., Boro of Madison	FAGM 30 (1)	11,248.00	0	11,248.00	5,894.93	5,353.07	0
-	-	Part of Riverview Drive, Totowa Boro	" 31 (1)	29,547.00	0	29,547.00	0	0	29,547.00
-	-	PRR Bridge at Mile Hollow near Bordentown	FAGS 49A (1)	18,017.00	0	18,017.00	0	0	18,017.00
-	-	Part of State Rt. #1 bet. Union City & Palisades Park, Boro of Fairview	FAGM 144B (1)	14,377.00	0	14,377.00	8,277.93	6,099.07	0
				$ 102,064.00	$ 58,640.65	$ 160,704.65	$ 23,726.42	$ 21,180.34	$ 115,797.89

Recapitulation of Hazards and Grade Crossings Federal Aid Fund

Amount of Unpaid Allotments Certified as of December 31, 1944	$ 115,797.89
Balance of Allotment	1,148,700.09
TOTAL -	$1,264,497.98

Recapitulation of National Industrial Recovery Federal Aid Fund

Amount of Unpaid Allotments Certified as of December 31, 1944	$ 0
Balance of Allotment	3,328.09
TOTAL -	$ 3,328.09

Status of Strategic Highway Federal Aid Allotment

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec. 31, 1943	Allotment 1944	Total Allotments	Amount Received 1944	Allotment Balance Cancelled	Unpaid Balance Dec. 31, 1944
-	-	Transportation Studies	SN-A-SWHPS (1) (4)	$ 4,776.00	$ 0	$ 4,776.00	$ 3,698.24	$ 1,077.76	$ 0
25-32B&34A		Grade Separation at Port St., Newark	SN-A-FAP 185 A (1)	305,877.50	0	305,877.50	268,495.00	0	37,382.50
				$ 310,653.50	$ 0	$ 310,653.50	$ 272,193.24	$ 1,077.76	$ 37,382.50

Recapitulation of Strategic Highway Federal Aid Fund

Amount of Unpaid Allotments Certified as of December 31, 1944	$ 37,382.50
Balance of Allotment	8,844.26
TOTAL -	$ 46,226.76

Recapitulation of Federal Works Program Grade Crossing Federal Aid Allotment Funds

Balance of Allotment	$ 19,050.80

Schedule #88

Status of Federal Aid Allotments for Secondary & Feeder Roads Fund

Rt. Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1943	Allotment 1 9 4 4	Total Allotments	Amount Received 1 9 4 4	Allotment Balance Cancelled	Unpaid Balance Dec.31,1944
	State Wide H'way. Planning Project Expenses	PWI #1	$ 0	$ 12,394.68	$ 12,394.68	$ 0	$ 0	$ 12,394.68
	Survey of Post War County Projects	PWS #1	0	22,783.91	22,783.91	0	0	22,783.91
	Highway Planning Project	SWHP 1 (3)	9,663.00	0	9,663.00	6,320.00	0	3,343.00
	Stockton-Flemington Rd., bet. Sand Brook & Sergeantsville	FAS 14B(1)	3,237.00	0	3,237.00	1,378.06	1,858.94	0
	Pittstown-Jutland Rd. bet. Pittstown & Jutland	" 18A(1)	3,106.00	0	3,106.00	0	0	3,106.00
	Cuthbert Rd., bet. Cooper River & Merchantville	" 23A(2)	5,141.00	0	5,141.00	0	0	5,141.00
	Old York Rd., bet. Hedding & Crosswick	" 40A(1)	2,049.00	0	2,049.00	1,643.79	405.21	0
	Lambertville-Baptistown Rd., bet. Kingwood & Rosemont	" 42A(1)	9,369.00	0	9,369.00	5,036.63	4,332.37	0
	Brunswick Pike bet. Lambertville & Hopewell	" 43A(1)	5,718.00	0	5,718.00	787.38	4,930.62	0
	Kingwood-Byram Rd., bet. Graff's Corner & Byram	" 48A(1)	8,755.00	0	8,755.00	2,924.91	5,830.09	0
	Deep Run Bridge, Alloway Twp. bet. Alloway & Quinton	" 50A(1)	3,849.00	0	3,849.00	3,383.20	465.80	0
	Woodstown-Alloway Rd., bet. Woodstown & Alloway Lake	" 51A(1)	3,028.00	0	3,028.00	2,947.88	80.12	0
	Daretown-Pittsgrove Rd., at Fox's Mill Pond in Daretown	" 52A(1)	2,421.00	0	2,421.00	2,421.00	0	0
	Burlington-Fort Dix Rd. known as Copany Bridge #D3.6 over Barker's Brook, a branch of Assiscunk Creek	" 55A(1)	3,789.00	0	3,789.00	3,789.00	0	0
	New Lisbon-Fort Dix Rd., bet. Federal Aid Rt. 30, State Rt. 40 at 4-Mile Circle	" 56A(1)	2,984.00	0	2,984.00	2,003.59	980.41	0
	Hainesport-Evesboro Rd. in Mt. Laurel Twp. bet. Hainesport & Evesboro	" 57A(1)	242.00	0	242.00	183.32	58.68	0
	Bridgeboro-Lamberton Rd. in Lamberton Twp. bet. Masonville & Lamberton	" 58A(1)	455.00	0	455.00	213.79	241.21	0
	Lamberton-Vincentown Rd. at a branch of Rancocas Creek	" 59A(1)	180.00	0	180.00	160.17	19.83	0
	Advance Planning Studies, Access Rd. extending from Rt. #39 to Ft. Dix	" 61A(1)	13,205.00	10,076.04	23,281.04	23,189.95	91.09	0
	Field Surveys-Access Rds. to U.S. Naval Air Sta. at Cape May	" 64A(1)	7,100.00	0	7,100.00	7,082.49	17.51	0
	Adv. Plan. Studies-on Rds. at U.S. Naval Air Sta. at Cape May	" 65A(1)	7,500.00	0	7,500.00	4,856.24	2,643.76	0
	Adv. Plan. Studies- Access Rd. to Picatinny Arsenal	" 67A(1)	20,000.00	0	20,000.00	0	0	20,000.00
	Field Surveys, etc., on Access Rd. to Bayonne Naval Dry Dock & Supply Base	" 71A(1)	5,000.00	0	5,000.00	3,783.93	1,216.07	0
	Preliminary Engineering for Surveys in Newark Port St.	" 72A(1)	10,000.00	0	10,000.00	10,000.00	0	0
	Preliminary Engr., Access Rd. to Camp Kilmer, Twp. of Piscataway	" 73	3,000.00	0	3,000.00	1,517.66	1,482.34	0
	Preliminary Engr. Access Rd. to Motor Reception Park, Carteret	" 75 (1)	3,000.00	0	3,000.00	1,210.24	1,789.76	0
	Preliminary Engr. for Access Rd. to Coast Guard Station on Island Beach	" 76 (1)	3,000.00	0	3,000.00	1,249.71	1,750.29	0
			$ 135,791.00	$ 45,254.63	$ 181,045.63	$ 86,082.94	$ 28,194.10	$ 66,768.59

Recapitulation of Federal Aid Allotments for Secondary & Feeder Roads

Amount of Unpaid Allotments Certified as of December 31, 1944	$ 66,768.59
Balance of Allotment	528,351.89
TOTAL-	$ 595,120.48

Status of Federal Aid Allotments
Federal Defense Access Highway Funds

Rt.	Sec.	Local Name	Project Number	Unpaid Balance Dec.31,1943 $	Allotment 1 9 4 4 $	Total Allotment $	Amount Received 1 9 4 4 $	Allotment Bala nce Cancelled $	Unpaid Balance Dec.31,1944 $
-	-	Higbee Landing Road Relocation bet. Dead End of Higbee Landing Rd. at Cape May Canal and Seashore Rd.	DA-NC-9	0	8,890.00	8,890.00	0	0	8,890.00
		Access Road to N.Y.Shipbuilding Corp., Camden	DA-NI-4	23,595.00	0	23,595.00	9,511.92	14,083.08	0
		Port St. from Doremus Ave. to Shipyard	DA-NI-6(1)	7,410.00	0	7,410.00	0	0	7,410.00
		Port St.,Newark Airport to Doremus Ave.	DA-NI-6B(1)	52,480.00	0	52,480.00	0	0	52,480.00
		Part Access Rd. from Ave."E"Bayonne to U.S.Naval Supply Depot	DA-NR-2	73,003.79	0	73,003.79	0	0	73,003.79
		Naval Air Station, Lakehurst	DA-NR-3	1,490.00	0	1,490.00	989.28	0	500.72
		Ave. "E" to Naval Supply Base & Drydock, Bayonne	DA-NR-5	10,931.89	0	10,931.89	6,685.52	4,246.37	0
		Approach Rd. to Island Beach Coast Guard Station	DA-NR-7	9,430.00	0	9,430.00	0	0	9,430.00
		Little Egg Coast Guard Access Rd. bet. Tuckerton and Little Egg Coast Guard Station	DA-NR-10	0	107,745.00	107,745.00	85,118.00	0	22,627.00
4 34	1,2,2A) 1 & 2)	Cheesequake to Colts Neck	DA-NR-12	0	87,000.00	87,000.00	0	0	87,000.00
		Highland Ave.,Woodbridge Boro. bet. 10th Street and east line of Wright Aero. Corp.	DA-WI-13	0	24,430.00	24,430.00	20,521.00	0	3,909.00
		Mansfield Square to Georgetown	DA-WR-1(1)	130,341.00	0	130,341.00	0	0	130,341.00
		Georgetown to Fort Dix	DA-WR-1B(1)	240,233.00	0	240,233.00	114,894.00	0	125,339.00
		Access Rd. to Picatinny Arsenal	DA-WR-2	132,567.00	0	132,567.00	10,197.00	0	122,370.00
		" " to Camp Kilmer	DA-WR-5	26,970.00	0	26.970.00	0	0	26,970.00
		" " to Motor Reception Park, Carteret	DA-WR-6	56,330.00	0	56,330.00	0	0	56,330.00
		Access Road to Camp Evans	DA-WR-7	7,775.00	0	7,775.00	0	0	7,775.00
		Emmons Corner-Wrightstown-Pemberton Road	DA-WR-9	19,200.00	0	19,200.00	15,936.00	0	3,264.00
		Pine Brook Rd., Main St.-Camp Woods & Ft. Monmouth	DA-WR-10	107,382.00	0	107,382.00	92,348.00	0	15,034.00
		Half Mile Rd., Camp Coles	DA-WR-11	12,610.00	0	12,610.00	11,096.00	0	1,514.00
		Hope Road #1, Camp Woods	DA-WR-12	11,760.00	0	11,760.00	9,996.00	0	1,764.00
		Knickerbocker Rd. & Livingston Ave. bet. Madison Ave., Cresskill & New York State Line	DA-WR-14	0	27,600.00	27,600.00	16,284.00	0	11,316.00
		Portland Rd. bet. Rt. 36 and Highlands Military Reservation	DA-WR-16	0	11,060.00	11,060.00	0	0	11,060.00
		Pleasantville Rd. bet. Old Amwell Rd. and U. S. A.S.F. Depot at Belle Mead	DA-WR-17	0	18,800.00	18,800.00	15,228.00	0	3,572.00
		Access Road to Caven Point	DA-WR-18	0	32,110.00	32,110.00	22,155.00	0	9,955.00
				$ 923,508.68	$ 317,635.00	$ 1,241,143.68	$ 430,959.72	$ 18,329.45	$ 791,854.51

Recapitulation of Federal Defense Access Federal Aid Fund

Amount of Unpaid Allotments Certified as of December 31, 1944	$ 791,854.51
Allotments Approved Not Certified " " " " "	203,896.53
T O T A L -	$ 995,751.04

RECAPITULATION
OF
ACCOUNTS RECEIVABLE
AS OF
DECEMBER 31 1944

SCHEDULE	# 91	STATE DEPARTMENTS	$ 11,363.03
SCHEDULE	# 92	COUNTIES & MUNICIPALITIES	7,326.85
SCHEDULE	# 93	PUBLIC UTILITIES	91,985.70
SCHEDULE	#94 to 100	OUTSIDE PARTIES	42,534.53
			$ 153,210.11

NOTE Not included in Statement of Assets and Liabilities by ruling of the Attorney General.

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1944

STATE DEPARTMENTS

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
Attorney General Office	3/31/36	Eq.	Repairs to Department Car	$142.20
Civil Service Commission	6/12/33	"	Rental & repairs to truck	463.84
Commerce & Navigation, Dept.	9/15/38	Elect.	Repairs to bridge	188.88
Governor's Office	10/23/42	Eq.	Rental of Department Car	125.78
Institutions & Agencies, Dept.	6/30/39	"	Rental of trucks & Materl	184.15
N. J. State Civil Defence	8/31/43	"	Rental of equipment	9.12
N. J. State Finance Dept.	11/25/35	"	Rental & repairs to car	393.71
N. J. Sanit. Glen Gardner	9/16/40	"	Sale of tools	6.09
N. J. Sanit. Glen Gardner	11/30/44	Mtn.	Repairs to Roof	303.26
N. J. State Dept. Health	12/30/44	Eq.	Rental of equipment	16.80
N. J. State Dept. Labor	6/30/34	"	Rental of trucks	45.00
N. J. State Dept. Local Govmt.	12/30/44	"	Rental of equipment	44.00
N. J. State Milk Control Bd.	12/30/44	".	Repairs to car	16.66
N. J. State Motor Vehicle Dept.	7/11/29	"	Rental & repairs to cars	183.05
N. J. State National Guard	9/1/ 32	"	Gas, Oil & Labor	478.97
N. J. State Planning Board	3/15/38	"	Rental of truck	48.75
N. J. State Police	8/31/34	"	Sale of Gromets	3.05
N. J. State Purchasing Dept.	11/22/44	"	Repairs to car & Water	113.10
N. J. State Quartermaster Genl.	12/28/35	"	Rental of Garage and Repairs to cars	1,413.85
N. J. State Rehabilitation Comm.	2/15/35	"	Rental of truck	12.75
N. J. State Village Skillman	4/30/40	"	Sale of tools	117.94
N. J. State Tax Dept.	4/15/35	"	Rental of trucks	8.00
N. J. State Treasurer Office	11/16/42	"	Rental of cars	378.00
N. J. State Unemployment Relief	1/15/34	"	Picks, shovels ect.	484.90
Rutgers, College Trustees of	6/30/37	Const.	Extra Width Rt. # S 28	2,519.75
Secretary of State's Office	9/16/35	Eq.	Rental of car & trucks	857.21
State House Commission	8/24/36	"	Rental of trucks	2,247.73
U. S. Army Signal Corp.	8/31/44	Mtn.	Damage to signs	36.41
U. S. Federal P. H. A.	11/22/44	Proj.	Service of Inspector	520.08
				$ 11,363.03

SCHEDULE # 92

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1944

COUNTIES & MUNICIPALITIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
Asbury Park, City of	9/27/44	Mtn.	Opening for Water service	$ 61.87
Bergen, County of	11/30/44	P&S.	Sale of White traffic paint	3,000.00
*Buena Vista, Township of	1/24/44	Mtn.	W P A Work # B 208	764.86
*Camden, City of	8/30/40	Lab.	Testing	50.00
*Camden, County of	6/16/41	"	Testing	90.00
Camden, County of	11/22/44	Mtn.	Repairs to bridge	1,016.94
*Moorestown, Township of	6/24/40	Lab.	Testing	81.00
*New Brunswick, City of	7/31/41	"	Testing	35.00
*Newton Board of Education	8/24/36	"	Testing	58.28
*Ocean, County of	7/13/43	FA Const.	Project FAS 156 C1 &B1	912.15
*Sussex, County of	5/29/22	Eq.	Federal truck parts and rental of car	1,143.30
*Sussex, County of	8/15/27	Lab.	Testing	38.45
Union, County of	11/22/44	"	Establishing weights	75.00
				$ 7,326.85

* **NOTE** Referred to Attorney General for collection.

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1944

PUBLIC UTILITIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Atlantic City R. R. Co.	11/30/33	Br. Const.	Rt. # 47 Grade X	$ 127.60
**N. J. & N. Y. R. R. Co.	12/31/31	" "	Rt. # 4 Sec. # 4	51,711.89
**N. J. & N. Y. R. R. Co.	12/31/33	" "	Rt. # 6 Sec. # 1 F	40,061.31
X Peoples Gas Company	10/22/29	Mtn.	Repairs to drain	84.90
				$ 91,985.70

NOTE

* Referred to E. T. Osborne Engr. of Grade Crossings.

** Referred to Attorney General for collection.

X Referred to F. D. Woodruff Maintenance Division.

SCHEDULE # 94

ACCOUNTS RECEIVABLE
AS OF
DECEMBER 31, 1944
OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Aaroe, Alice	3/15/40	Eq.	Damage to snow plow	$ 44.46
*Ace Transportation Co.	12/15/41	Mtn.	Damage to concrete on Rt. 28	86.66
*Acme Cooperage Co.	1/16/40	"	Sale of empty drums & bbls.	117.00
*Adams, Raymond	12/21/37	"	Damage to bridge	38.34
*Ahearn, Margaret	8/30/40	"	Damage to lighthouse	175.65
*Amlicke, E. S.	10/31/41	"	Damage to bridge	28.94
*Anderson, Arthur	7/31/41	Elect.	Damage to electric sign	116.96
*Anderson, John	11/24/39	Mtn.	Damage to gate	180.85
*Anderson, Simon	5/31/40	"	Damage to sign	142.17
*Andries, Gus	12/31/35	"	Damage to bridge	121.23
*Anna, Carmello D.	5/29/37	"	Damage to electric sign	191.34
*Apple & Greenlaw	9/30/41	"	Damage to sign	17.36
*Applegate, Bart H.	8/15/35	"	Damage to bridge	79.72
*Arfert, Charles	11/15/37	Elect.	Damage to lighting	117.64
Arlington Bed Spring Company	11/22/44	Mtn.	Damage to sign	22.86
*Ashley, Arthur H.	3/31/41	"	Damage to sign	56.68
Avera, Fred C.	6/26/44	"	Damage to route marker	15.34
*Axelrod, Jacob J.	7/22/40	Elect.	Damage to electric sign	125.08
Barker, Roy	11/22/44	"	Damage to electric sign	101.34
*Barone, Patrick	10/23/39	Mtn.	Injuries to employee	457.15
*Batavia, James L.	9/30/40	Elect.	Damage to electric sign	40.55
*Beakley, M. P.	11/15/33	Mtn.	Damage to guard rail	13.82
*Becker, Axel J.	5/22/31	"	Damage to bridge	57.95
*Bellina, Collegero	12/31/36	"	Damage to sign	24.04
*Berryman, William J.	7/10/30	R of W	Balance of Right of Way	500.00
*Bettinger, Frank	9/16/40	Mtn.	Damage to lighthouse	96.39
*Betts, Joseph E.	3/31/37	"	Damage to signal	83.11
*Bibba, Fred	9/30/36	"	Damage to reflector	39.24
*Bickel, Clifford A.	11/30/39	"	Damage to sign	6.63
*Bilkings Express Company	10/15/36	"	Damage to bridge	30.47
*Blackwell, Raymond	7/31/41	"	Damage to guard rail	46.70
*Blaine, George	9/30/41	"	Damage to sign	57.47
*Block, Abe	9/30/41	"	Damage to guard rail	132.17
*Bodine, Edith	1/16/41	"	Damage to pipe railing	72.86
*Boyd, Lee	7/15/42	Elect.	Damage to traffic signal	433.38
*Boyer, J. W.	4/23/34	Mtn.	Damage to sign & guard rail	102.95
*Bradley, James E. Jr.	2/24/42	"	Damage to sign	28.22
*Bradshaw, George	12/31/37	"	Damage to sign	18.41
*Brady Motor Freight Co.	6/30/42	Eq.	Damage to truck	36.80
*Brancoforte, Leo	11/16/42	"	Damage to Chevrolet car	29.84
*Brandley, Richard	11/17/42	Mtn.	Damage to Historic Marker	14.50
*Brooke, Ewart	8/14/42	Elect.	Damage to electric sign	49.14
*Bruzett, Steve	12/31/35	Mtn.	Damage to sign	41.85
*Busch, Peter	11/24/39	"	Damage to plants	27.21
*Bush, Thomas	9/15/38	"	Damage to sign	51.05
*Byrd, T. M.	11/23/38	"	Damage to flasher	133.38
*Byrd, Warren	8/24/36	"	Damage to guard rail	30.53
*Cahill, Elizabeth M.	10/15/40	Elect.	Damage to traffic signal	1,033.79
*Campbell, Arthur J.	1/24/36	Mtn.	Damage to sign	21.63
*Canning, Charles P.	8/31/42	"	Damage to marker	15.10
*Canter, Harry A.	9/15/32	"	Damage to bridge	32.95

SCHEDULE # 95

ACCOUNTS RECEIVABLE
AS OF
DECEMBER 31, 1944

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Canuso, Robert	5/25/36	Mtn.	Damage to guard rail	$ 33.69
*Cardinal, James J.	6/15/39	"	Damage to signs	29.81
*Cartwright, Isaiah	11/24/39	"	Damage to signs	42.58
*Catalano, Patsy	9/30/41	"	Damage to guard rail	20.89
*Centanni, & Mc Cafferty	8/30/41	Elect.	Damage to electric signs	134.45
*Chauncey, Ethel	8/14/42	"	Damage to electric signs	51.17
*Chuberski, Rose	12/31/32	Mtn.	Damage to bridge	45.77
*Churchill, Francis	11/30/28	"	Damage to bridge	135.24
*Clark, Francis	12/21/40	Elect.	Damage to electric sign	10.72
Clement, John	12/30/44	Mtn.	Damage to signs	43.58
*Cole, Lillian B.	12/22/42	"	Damage to sign & post	45.89
XColphalt Company	11/15/30	"	Empty drums returned	26.00
*Colyer, Whitfield	12/22/30	Eq.	Damage to car	86.28
*Conover, John	3/15/39	Elect.	Damage to sign	74.68
*Consumers Lumber Co.	10/26/31	R of W	Salvage lumber	1,000.00
*Cook, Floyd H.	9/30/36	Mtn.	Damage to guard rail	13.94
*Cook, Laman	6/26/44	"	Damage to guard rail	18.06
*Costello, Frank	5/16/41	Eq.	Damage to truck	88.22
*Cowans, W. T. Transfer Co.	2/15/40	Mtn.	Damage to guard rail	25.94
*Cranmer, A. B.	2/28/43	Eq.	Sale of gas & oil	16.47
*Cravatt, Pearl H.	1/16/41	Mtn.	Damage to pipe railing	24.84
*Czech, Stephen J.	5/15/40	Mtn.	Damage to stanchions	40.77
*Datore, Joseph	6/22/36	"	Damage to bridge	161.45
*Davis, Isaac W. Co.	5/25/36	"	Damage to bridge	74.76
*De Kay, Thomas	9/30/37	"	Damage to guard rail	28.81
*Demarco & Saar	11/24/41	"	Damage to concrete	195.86
*Dender, Raymond	9/30/37	"	Damage to signs	26.33
*Danne, Marjorie & R.	2/24/42	Elect.	Damage to signs	88.52
*Destefano, Fred J.	3/15/40	"	Damage to electric signs	47.89
*Dever, Samuel	10/24/38	Mtn.	Damage to bridge	35.33
*De Vinc, Louis	5/31/33	"	Damage to bridge	42.61
*Dilks, Earl	11/30/38	"	Damage to signs	42.92
*Dimiedo, James	1/16/40	"	Damage to pipe railing	47.14
*Dimodica, James	1/22/43	Eq.	Damage to Ford truck	12.42
*Dooner, Thomas F.	3/16/42	Mtn.	Injuries to employee	1,305.39
*Dreyer, Albert	12/31/36	"	Damage to sign	81.95
*Dubin, Louis	2/23/39	Eq.	Damage to equipment	222.13
*Dubouis, Adolphe J.	5/22/31	Mtn	Damage to bridge	39.04
*Dublin, Oliver	9/ 9/31	"	Damage to bridge	453.69
*Duncan, Elmer S.	12/22/42	"	Damage to lighthouse	80.62
*Duff, George A.	2/28/41	"	Damage to signs	87.63
*Duffy, & Weir	12/21/40	"	Damage to guard rail	62.75
*Dukas, Thomas	3/22/43	"	Damage to sign	25.76
*Dunbar, Clyde W.	8/15/40	"	Damage to sign	18.72
*Dutton, George	7/21/39	"	Damage to sign & post	40.74
*Eriksen, Just F.	10/13/31	Lab.	Standard weights	9.36
*Esposito, Antonio	1/16/40	Elect.	Damage to lighting pole	329.27
*Essman, Maurice	2/21/30	Mtn.	Damage to bridge	117.35
*Everett, Sanford & Blanche	6/30/42	Elect.	Damage to electric signs	98.42
*Ewan, I. C.	11/23/32	Mtn.	Damage to bridge	75.76
*Fallis, George	10/23/36	"	Damage to sign	36.39

SCHEDULE # 96

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1944

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
Federal Elect. Product Co.	2/10/44	R of W.	Rental of land	$ 1,050.00
*Feneicz, Charles	10/31/37	Mtn.	Damage to bridge	113.79
*Ferranti, Rosa	12/22/42	"	Injuries to employee	619.33
*Flack, Jerone	9/30/41	"	Damage to steel fence	219.91
*Flaherty, Patrick J.	2/10/44	Eq.	Overpayment of wages	17.73
*Fiot, Delbert	11/30/41	Elect.	Damage to electric sign	78.95
*Franco, Philip	1/16/41	Mtn.	Damage to guard rail	23.79
*Fratto, Samuel	11/30/36	"	Damage to bridge	162.76
*Freas, William C.	2/23/43	Eq.	Damage to Galion Grader	182.79
*Freeman, Elizabeth	10/23/36	Mtn.	Damage to signal	16.15
*Fruesdale, Connie T.	4/30/40	" & El	Damage to bridge	163.32
*Fuschman, Milton	12/21/40	Elect.	Damage to sign	75.61
*Galabesky, Edward	8/23/37	Mtn.	Damage to signal	114.46
*Galea, Angelo	3/15/39	Elect.	Famage to electric sign	172.14
*Ganim, Isaac	6/15/35	Mtn.	Damage to bridge	241.90
*Gardner, Martha	4/29/44	"	Damage to guard rail	6.32
*Garlinsky, Joseph	3/15/38	Elect.	Damage to light standard	119.12
*Gensckal, Henry	3/31/41	Mtn.	Damage to posts	52.45
*Gibbs, John	6/30/37	"	Damage to sign	15.28
*Gifford, Elizabeth	6/30/42	"	Damage to post & reflector	37.34
*Grittens, Vincent J.	3/16/42	" & El	Damage to bridge	648.88
*Glacken, Cornelius	3/31/42	Elect.	Damage to sign	51.22
*Goellner, Fred	10/23/36	Eq.	Damage to truck	13.82
*Gramby, Cornelius	7/31/31	Mtn.	Damage to bridge	121.63
*Green, Clem	12/21/40	Elect.	Damage to sign	68.41
*Greiner, Paul C. Rev.	7/31/41	Mtn.	Damage to guard rail	20.00
*Grieril, James	2/28/42	"	Damage to guard rail	42.97
*Grimm, Joseph	4/30/37	"	Damage to guard rail	21.19
*Grunow, R. N.	12/31/32	Eq.	Damage to car	16.50
*Guterl, Fred Jr.	6/30/33	Mtn.	Damage to guard rail	17.17
*Guzzardo, John	10/31/33	"	Damage to bridge	21.06
*Guzzardo, Joseph	4/16/42	"	Damage to sign & post	78.94
*Guzzi, John	3/16/42	"	Injuries to employee	3,486.30
*Haines, Elizabeth	9/30/41	"	Damage to guard rail	22.39
*Harris, Joseph	5/26/39	Eq.	Damage to truck	302.68
*Held Haulage Corp.	10/24/38	Mtn.	Damage to sign	36.30
*Helenaik, John	4/30/38	"	Damage to sign	61.06
*High, Catherine	8/23/37	"	Damage to bridge	76.41
Hill Construction Co.	10/13/31	Lab.	Standard weights	49.22
*Hinkle, Louis	10/31/41	Mtn.	Damage to bridge	141.68
*Hirsh, Paul	1/30/37	"	Damage to sign	137.30
*Hodges, Richard	3/15/37	"	Damage to sign	153.24
*Hoff, John S.	2/29/40	"	Damage to sign	30.93
Holcombe, A. T.	11/22/44	Lab.	Testing sample Oil	12.50
*Homan, John J.	1/23/39	Eq.	Damage to car	81.69
*Hooper, Drexel	1/23/39	Elect.	Damage to electric sign	113.39
*Houser Auto Supply Co. Inc.	3/31/32	Eq.	Damage to car	48.15
*Howland Jones Motor Co.	10/23/36	Mtn.	Damage to bridge	158.58
Howell, George W.	3/15/39	Eq.	Damage to car	185.75
*Hunt, Henry C.	10/31/34	"	Damage to car	337.78
*Hurley, Robert	2/15/37	Mtn.	Damage to bridge	58.33

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1944

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Ince, George	3/21/28	Mtn.	Damage to bridge	$ 233.31
*Inter City Bus Co.	1/10/30	"	Damage to bridge	56.71
*Ivers, Patrick F.	8/30/41	Eq.	Damage to car	127.58
*Jackerson, Max	1/30/37	Mtn.	Damage to sign	32.96
*Jackson, Giedon	7/31/40	"	Damage to reflector	14.66
*Jacobs, David	4/30/42	"	Damage to bridge	162.56
*Jacobson Engineering Co.	4/15/41	"	Damage to post & sign	30.79
*James, Robert	7/15/42	Elect.	Damage to electric sign	69.52
*Jones, Isaac Jr.	5/29/42	Mtn.	Damage to sign	43.14
*Jones, John W.	12/31/38	"	Damage to bridge	124.84
*Jordan, Samuel	11/30/36	"	Damage to bridge	60.57
*Kalubrobataini, Karl	1/31/41	Elect.	Damage to light	132.84
*Kampe, Clarence	7/15/42	"	Damage to electric sign	63.07
*Kamsky, Vester	4/26/28	Mtn.	Damage to bridge	54.04
*Karachun, Alex	7/15/42	Elect.	Damage to electric sign	51.57
*Keane, John	12/31/34	Mtn.	Damage to guard rail	20.06
*Keely, Donald	1/23/39	"	Damage to sign	30.10
*Kelly Motor Lines	7/22/40	"	Damage to guard rail	66.02
*Kelly Transfer Co.	6/24/40	"	Damage to guard rail	41.85
*Kincaid, J. L.	9/30/39	"	Damage to guard rail	106.42
*Kishpaugh, E. P.	1/15/37	"	Damage to sign	61.76
*Kllanpfer, William	8/30/41	"	Damage to signs	51.24
*Kocsis, John	4/20/33	"	Damage to guard rail	50.06
Koelle, Albert F.	10/25/44	Elect.	Damage to electric signs	72.30
*Kohl, Edwin	2/15/40	Mtn.	Damage to reflector	50.35
*Kolowitz, Julius	12/15/36	"	Damage to sign	27.18
*Kopp, William Jr.	9/30/36	"	Damage to guard rail	22.76
*Krasa, Anton F.	1/30/37	"	Damage to bridge	135.81
*Kronemeyer, Andrew	10/31/33	"	Damage to bridge	77.64
*Kurtz, John N.	5/31/34	"	Damage to bridge	36.56
*Kusmider, Walter	8/15/38	"	Damage to State property	54.88
*Lackewicz, Andrew J.	6/15/42	"	Damage to bridge	50.87
*La Marra, Jack	10/31/42	Elect.	Damage to electric sign	66.54
*La Rosa, Mary	6/30/37	Mtn.	Damage to sign	29.52
*Latimer, Ruth	12/15/41	"	Damage to guard rail	29.54
Laurence Harbor Water Co.	1/30/42	Const.	Removal of water line	4,160.00
*Leafey, Wilma & Lawrence	12/20/39	Mtn.	Damage to sign	33.95
*Leich, Louis	10/15/40	"	Damage to guard rail	66.67
*Leon, Howard H.	10/31/31	Eq.	Damage to car	63.65
*Leonard, Harry C.	6/30/38	Mtn.	Damage to bridge	41.58
*Leslie, Alexander	4/30/40	Eq.	Damage to truck	50.92
*Levehan, Thomas	8/14/42	Elect.	Damage to electric sign	117.78
*Levins, George	4/14/38	Mtn.	Damage to bridge	273.09
*Levy, Henry	3/31/37	"	Damage to bridge	94.12
*Licklieter, Edward	11/23/38	"	Damage to sign	16.69
*Lipman, Julian A. I.	7/31/41	"	Injuries to employee	418.63
*Loney, James	10/31/37	"	Damage to bridge	43.57
*Lyons, John L.	8/30/41	Elect.	Damage to electric signal	122.22
*Mc Closkey, John	9/30/38	Mtn.	Damage to sign	52.51
*Mc Cullough, William	2/15/40	"	Damage to sign	29.22
*Mc Donald, John W.	7/15/37	"	Damage to guard rail	19.76

SCHEDULE # 98

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1944

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Mc Genness, E. H.	5/31/33	Mtn.	Damage to bridge	$ 34.89
*Mc Ghee, John	2/28/41	"	Damage to guard rail	74.27
*Mc Pherson, R. J.	9/14/37	"	Damage to guard rail	32.19
*Mabie, Floyd	12/31/34	"	Damage to guard rail	20.73
*Maglione, Vincent & Matthew	12/21/40	Elect.	Damage to electric light	872.83
*Magor, Wilson	11/30/38	Mtn.	Damage to sign	44.05
*Mangan, Edward	7/31/37	"	Damage to sign	15.44
*Maniscallo, Anthony	3/12/35	"	Damage to guard rail	96.66
*Marrazzo, Charles	4/15/40	Lab.	Testing	8.00
*Martec Trucking Corp.	12/22/36	Eq.	Damage to truck	96.26
*Matson, George	3/16/42	Mtn.	Damage to lighthouse	20.84
*Mayor, Clarence	6/15/42	"	Damage to sign	22.05
*Meadow & White	8/30/41	Elect.	Damage to traffic signal	137.55
*Mellin, Daniel S.	4/14/37	Mtn.	Damage to guard rail	36.86
*Menzie, Daniel	4/14/37	"	Damage to sign	33.03
*Meros, Anthony	1/16/41	Eq.	Damage to Gelion Grader	324.53
*Merritt, Walter	8/30/41	Mtn.	Damage to sign	8.30
*Messina, James	11/24/39	"	Damage to sign	22.83
*Mayer, Grace	4/15/35	"	Damage to bridge	131.56
*Mezger, Robert G.	3/15/38	Elect.	Damage to sign 1 on bridge	63.39
*Miller, Montfort G.	7/31/42	"	Overdrawance on Salary	25.00
*Mountmont, Charles A.	2/10/44	Mtn.	Damage to guard rail	22.92
*Morrisette, Frank O.	5/25/28	"	Damage to bridge	37.53
*Morsey, Edwin	12/31/40	Eq.	Damage to stationwaggon	58.26
*Moselle, Basil N.	8/30/41	Mtn.	Damage to sign	28.78
*Mourtlesseaux, Charles	5/ 9/30	"	Damage to guard rail	72.65
*Mueller, Chris J.	3/15/38	"	Damage to sign	17.01
*Myers, Newton B.	5/15/40	"	Damage to sign	67.60
*Nilsen, Charles A.	11/30/41	" & El	Damage to bridge	159.32
*O'Connell, Alice	1/15/37	Mtn.	Damage to sign	21.11
*Olvaney, William A.	3/31/36	"	Damage to bridge	13.73
*Oroz, Louis Jr.	9/30/41	" & El	Damage to traffic gate	43.89
*Ott, Richard	4/14/39	Mtn.	Damage to lighthouse	135.62
*Owens, George L.	8/14/32	Elect.	Damage to electric sign	130.32
*Palmiri, Frank	1/30/37	Mtn.	Damage to guard rail	20.04
*Pasquale, Anthony	9/15/38	"	Damage to sign	41.84
*Paterson, Thelma	10/23/36	"	Damage to guard rail	9.28
*Pazinick, Ignas	11/15/37	"	Damage to sign	81.69
*Peay, Richard	8/15/39	Elect.	Damage to electric sign	73.17
*Peduzzi, Louis	11/24/39	Mtn.	Damage to sign	29.64
*Petroleum Heat & Power Co.	7/31/33	Eq.	Damage to truck	78.45
*Phillips, Ezekiel	1/30/37	Mtn.	Damage to bridge	13.44
*Piscola, Guisseppe	3/31/38	"	Damage to bridge	144.29
*Poinsett, Donald	1/16/41	"	Damage to fence	59.18
*Powell, Norman	1/31/40	"	Damage to sign	37.22
*Premock, Frances H.	4/14/39	"	Damage to guard rail	6.70
*Price, Adam	10/31/34	"	Damage to bridge	50.51
*Prokap, Michael	3/15/37	"	Damage to guard rail	33.01
*Pullizzaro, Michael	12/20/39	"	Damage to sign	147.59
*Querry, John N.	11/29/33	"	Damage to sign	16.85

SCHEDULE # 99

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1944

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Ratering, Henry	6/15/42	Mtn.	Damage to guard rail	$ 33.31
*Rebuilt Tires Inc.	1/16/40	Eq.	Sale of scrap tires	55.00
*Redmond, John	1/16/41	Mtn.	Damage to guard rail	60.29
*Reppert, Daniel S.	10/31/35	"	Damage to sign & guard rail	35.69
*Rinaldo, Susie	9/30/41	"	Repairs to A G A Signal	82.46
*Robbin, Ernest	2/15/38	"	Damage to sign	20.80
*Robbins, Herman	7/30/38	"	Damage to guard rail	31.65
*Robinson, Hugh C.	8/30/41	Elect.	Damage to bridge	68.32
*Rogers, Lawrence	2/28/38	"	Damage to lighting	92.63
*Ryerson, William & Johanna	2/15/40	Mtn.	Damage to signs	31.57
*Salem Express Co.	7/16/36	"	Cost of clearing road	55.82
*Salis, Candelario	3/15/40	Elect.	Damage to electric sign	62.81
*Salvastano, Louis	1/15/35	Mtn.	Damage to sign	80.79
*Sarasohn, Harry	4/15/42	Eq.	Damage to car	34.12
*Sarti, Edward & Anna	11/15/33	Mtn.	Damage to bridge	37.05
*Scarnell, Albert J.	1/22/43	Eq.	Damage to car	79.34
*Scholosky, Walter	2/28/42	Mtn.	Damage to sign	52.13
*Schroeder, Max	9/30/40	Elect.	Damage to sign	68.28
*Shaw, Charles Jr.	8/10/31	Eq.	Damage to car	256.55
*Sheppard, Sylvanus	7/20/33	Mtn.	Damage to guard rail	24.44
*Shumar, Peter & Queenie	12/15/41	"	Damage to sign	22.29
*Silvers, David	12/15/34	"	Damage to guard rail	21.76
*Slattery, Francis	3/31/41	"	Damage to reflector	28.30
*Sloner, Arthur A.	9/22/39	Elect.	Damage to electric flasher	33.55
*Smith, Clifford	11/24/39	Mtn.	Damage to fence	108.62
*Smith, James	9/30/38	Eq.	Damage to car	20.50
*Solasky, John	6/14/37	Mtn.	Damage to bridge	205.87
*Sonaggere, Peter	5/31/38	Eq.	Damage to car	358.40
*Sorokac, Peter & George	3/15/39	Elect.	Damage to electric sign	88.39
*Spader, A. & H. Malsbury	6/27/41	"	Damage to signal	102.72
*Spiegel, N.	6/15/35	Mtn.	Damage to guard rail	30.84
*Sprague, Charles H.	7/31/35	"	Damage to guard rail	17.05
*Springer, James	10/31/42	"	Damage to reflector & sign	24.57
*Squire, Russell	3/31/37	"	Damage to sign	28.89
*Stanberry, Alvin	9/15/34	"	Damage to bridge	467.90
*Staples & Co. Inc.	1/24/36	Lab.	Testing	12.00
*Stappleton, Thomas	3/31/42	Elect.	Damage to sign	55.48
*Staub, Carl	12/22/36	Mtn.	Damage to guard rail	56.46
*Stehr, John J.	6/16/41	"	Damage to sign & post	45.90
*Steiffel, Fred	9/29/34	"	Damage to guard rail	16.69
*Stein, Irving	10/24/38	"	Damage to sign	8.47
*Stout, Johanthan	10/16/33	Lab.	Testing	5.00
*Sunnybrooke, Farms	9/30/41	Elect.	Cost of laying pipe	24.78
*Szeker, Marion & Louis	3/31/42	Mtn.	Injuries to employee	20.00
*Taylor, George V.	4/16/42	"	Damage to sign	26.91
*Taylor, Raymond	12/22/36	"	Damage to guard rail	61.28
*Taylor, Raymond W.	6/27/41	Elect.	Damage to electric sign	103.43
*Thomas, John D.	9/22/39	Mtn.	Damage to sign & post	54.63
*Thomas, Lewis	2/28/41	Elect.	Damage to electric sign	116.04
*Thorsen, Roy	2/24/42	Mtn.	Damage to sign	19.06

SCHEDULE # 100

ACCOUNTS RECEIVABLE

AS OF

DECEMBER 31, 1944

OUTSIDE PARTIES

NAME	BILLED	DIVN.	DESCRIPTION	AMOUNT
*Timmins, Lawrence	7/22/40	Mtn.	Damage to reflector	$ 42.96
*Tokash, Joseph	1/24/36	"	Injuries to employee	1,308.96
*Traffy, Samuel	3/15/40	Elect.	Damage to electric sign	282.30
*Troko, J. M.	11/24/39	"	Damage to electric sign	203.90
*Urban, Joseph W.	6/27/41	"	Damage to light fixtures	37.35
*Vail, David H.	8/31/39	Mtn.	Damage to guard rail	97.59
*Valentine, Frank A.	7/15/42	Elect.	Damage to electric sign	18.95
*Vanderstein, George	12/21/37	Mtn.	Damage to beacon	203.06
*Van Steyn, Peter	2/15/37	"	Injuries to employee	1,364.91
*Van Syckle, Albert	1/23/39	Eq.	Damage to car	115.24
*Vitale, John	6/16/38	Mtn.	Paving blocks	9.00
*Wagner, Popper & Morrison	4/30/35	"	Damage to bridge	20.11
*Walker, Emerson	11/23/38	"	Damage to sign	36.49
*Walker, Thomas	4/30/41	"	Clearing debris from highway	55.96
*Warrick, Edmund & Leslie	9/22/39	"	Damage to sign	37.77
*Warrick, John J.	12/15/36	"	Damage to sign	144.31
*Weber, Harold	5/15/37	"	Damage to guard rail	35.43
*Weinger, Harry	8/15/39	"	Damage to reflector & sign	40.22
*Wellman, William	9/20/32	"	Damage to guard rail	6.15
*Wells, Alice Ruth	11/23/32	"	Damage to bridge	44.07
*Welsch, Herbert	5/25/36	"	Damage to guard rail	52.53
*Welsch, Leo A.	11/25/35	"	Damage to sign	18.31
*West, Harry C. Jr.	10/15/37	"	Damage to sign	36.42
*White, Murray S.	3/15/38	Elect.	Damage to light	36.18
*Whitmarsh, Ethel	3/16/42	Eq.	Damage to sweeper	120.01
*Wilber, James P.	4/30/42	Mtn.	Damage to sign	23.85
*Wilkes, Robert	9/30/36	"	Damage to sign	9.46
*Williams, Andrew	6/22/36	"	Damage to sign	16.71
Wilson, Earl	10/25/44	"	Damage to Stateproperty	265.41
*Wilson, Frank	5/31/33	Eq.	Damage to car	112.99
*Wohritsky, Michael	4/30/35	Mtn.	Damage to sign	71.11
*Wright, Arnold	9/24/29	"	Damage to bridge	282.96
*Wright, David J.	11/25/40	Eq.	Damage to car	39.75
*Zerner, Eugene	5/31/31	R of W	Taxes	318.22
*Ziegler, Agnes B.	7/22/40	Mtn.	Damage to guard rail	15.93
*Zimmerman, William C.	5/15/37	"	Damage to beacon	31.97
*Zollowicz, Frank	7/31/35	"	Damage to sign	42.34
*Zulkowski, Edward M.	3/31/42	" & El	Damage to gate & light	109.43
*Zullo, Anthony	5/21/38	Eq.	Damage to truck	125.00
				$ 42,534.53

Schedule #101

Statement of Balances as per the State Treasurer's Records of State Highway Funds in Closed Banks as of Dec. 31, 1944

(Which were not included in Assets)

Prefd. Stock or Certifs. of Participation Accounts: Name of Bank	Balance as of Jan.1,1944	Amt. Cash Recd. to Dec.31,1944	Balance as of Dec.31,1944
Bankers Trust Co. of Atl. City	$ 50,000.00	$ 0	$ 50,000.00
" " " " " "	70,000.00	0	70,000.00
Clementon Nat'l. Bank	1,625.00	0	1,625.00
1st Nat'l. Bank of Spring Lake	2,352.00	441.60	1,910.40
Equitable Trust Co.	394,250.00	13,157.08	381,092.92
Franklin Trust Co.	3,480.00	0	3,480.00
Guaranty Trust Co. of Atl. City	95,000.00	1,000.00	94,000.00
Hamilton Trust Co. of Paterson	3,900.00	0	3,900.00
Mainland Nat'l. Bank of Pleasantville	1,247.75	0	1,247.75
Nat'l. Bank of America at Paterson	4,161.00	57.00	4,104.00
New Brunswick Trust Co.	43,601.00	0	43,601.00
Peoples Bank & Trust Co., Elizabeth	541,847.00	0	541,847.00
Perth Amboy Trust Co.	32,480.00	0	32,480.00
Total Preferred Stock & Certificates	$1,243,943.75	$ 14,655.68	$ 1,229,288.07

Restricted Accounts Name of Bank	Balance as of Jan.1,1944	Cash Recd. to Dec.31,1944	Balance as of Dec.31,1944
Elizabeth Trust Co.(Peoples Bank & Trust Co.)	$ 91,000.00	$ 91,000.00	$ 0
Total Restricted Accounts	$ 91,000.00	$ 91,000.00	$ 0
GRAND TOTAL -	$1,334,943.75	$ 105,655.68	$ 1,229,288.07

Schedule #102

Amount of Stock Received by the State Treasurer for Motor Vehicle Fees in Closed Banks
As of Dec. 31, 1944

Amt. of Certificates and Certifs. of Participation	Balance as of Jan. 1, 1944	Cash Recd. to Dec. 31, 1944	Balance as of Dec. 31, 1944
Asbury Park & Ocean Grove Bank	$ 28,094.01	$ 2,363.16	$ 25,730.85
Bankers Trust Co.	50,000.00	0	50,000.00
Broadway Bank & Trust Co. of Paterson	36,647.52	5,482.50	31,165.02
Cape May Title & Trust Co.	97.50	97.50	0
Clifton Trust Co.	21.45	1.65	19.80
Elizabeth Trust Co.	16,047.00	0	16,047.00
Equitable Trust Co. of Atl. City	246,471.66	8,219.54	238,252.12
1st Nat'l. Bank, Fort Lee	4,148.82	0	4,148.82
" " " Jamesburg	911.40	0	911.40
" " " New Egypt	870.02	0	870.02
" " " Washington	230.86	0	230.86
Guaranty Trust Co., Atl. City	72,266.99	760.71	71,506.28
Hamilton Trust Co., Paterson	2,220.00	0	2,220.00
Lakewood Trust Co.	23,848.34	0	23,848.34
New Brunswick Trust Co.	999.00	0	999.00
Peoples Bank, Hawthorne	18,991.45	0	18,991.45
Peoples Bank & Trust Co. of Passaic (Realty & Sr. Co.)	3,633.00	0	3,633.00
Perth Amboy Trust Co.	204,520.00	0	204,520.00
Sea Bright Nat'l. Bank	600.00	0	600.00
	$ 710,619.02	$ 16,925.06	$ 693,693.96

Statement of Balances of Motor Vehicle Receipts Turned over to the State Treasurer in Closed or Liquidating Banks

Name of Bank	Balance as of Jan. 1, 1944	Amt. Cash Recd. to Dec.31,1944	Balance as of Dec.31,1944
Lakewood Trust Co.	$ 7,644.28	$ 1,528.86	$ 6,115.42
Title Guar. & Trust Co., Jersey City (MotorVehicleDept.)	8,647.18	3,647.18	5,000.00
Toms River Trust Co.	37.12	37.12*	0
	$ 16,328.58	$ 5,213.16	$ 11,115.42

* Additional Final Dividend Recd.

Statement of Balances of Motor Vehicle Receipts in Closed Banks Not Included in Assets
As of Dec. 31, 1944

	Amt. not Turned over on 1-1-44	Amt. Cash Rec'd. to Dec.31,1944	Balance as of Dec.31,1944
Banks Being Liquidated	$ 16,328.58	$ 5,213.16	$ 11,115.42
Bank Stock Received	710,619.02	16,925.06	693,693.96
Total Motor Vehicle Fees, etc.	$ 726,947.60	$ 22,138.22	$ 704,809.38

NJDOT RESEARCH LIBRARY

NJDOT RESEARCH LIBRARY
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